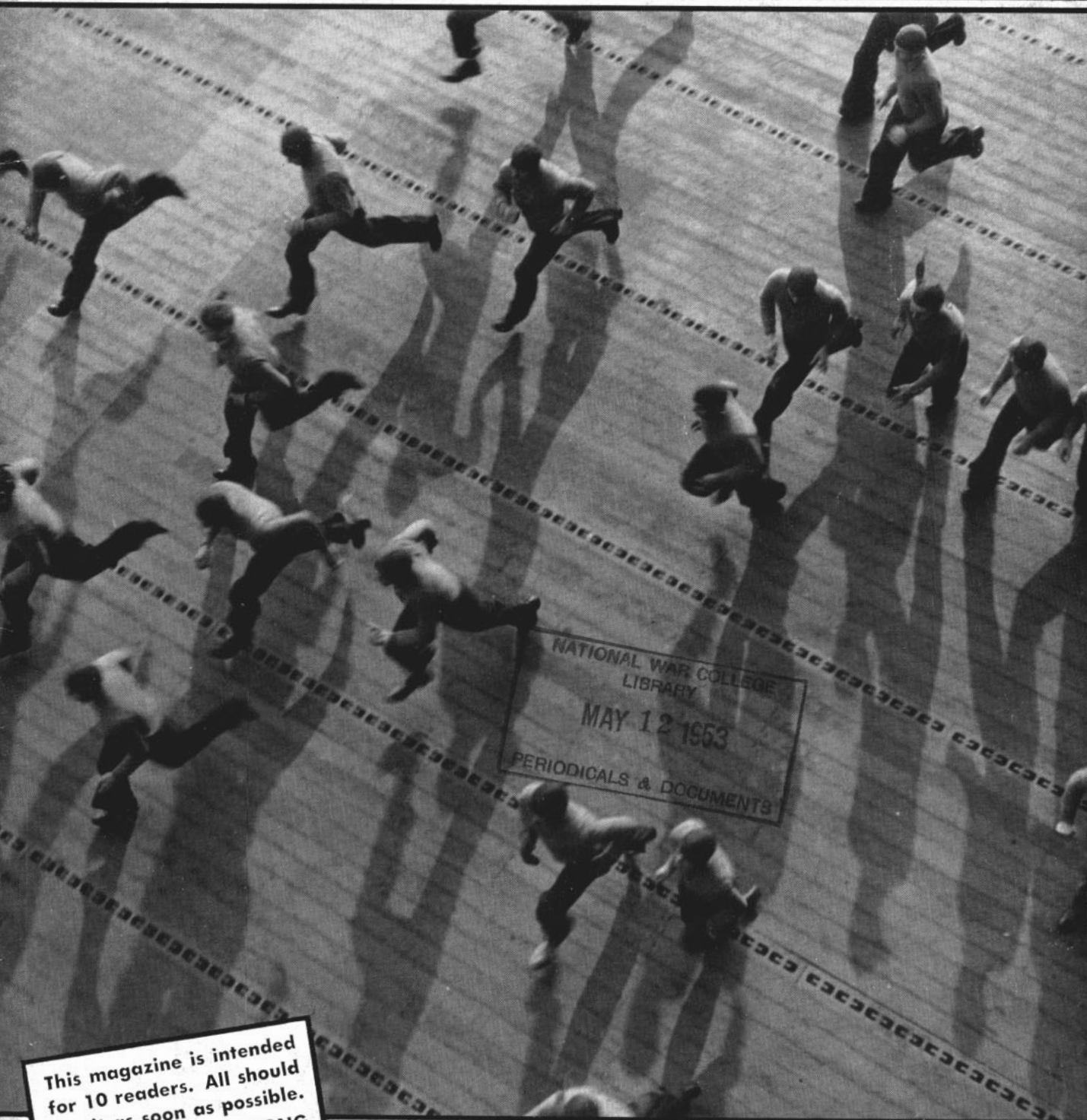


COURSE PURCHASE

# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



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for 10 readers. All should  
see it as soon as possible.  
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NAVPERS-O

MAY 1953





# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

MAY 1953

Navpers-0

NUMBER 435

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## TABLE OF CONTENTS

	Page
War of the Whaleboats.....	2
Life and Adventures of Navy's Copra Queen.....	7
The Word .....	8
Away Fire and Rescue Party!.....	10
Power for Peace .....	13
Sealed in a Submarine for Sixty Days.....	14
Are You Making the Most Out of Liberty?.....	16
A Sample of Good Liberty.....	19
NROTC: A Navy Career Opportunity.....	20
Servicescope: News of Other Services.....	22
Letters to the Editor.....	24
Special Feature on Ships' Names	
Men, Mountains and Trees That Sail The Seas..	30
Today's Navy .....	35
Bulletin Board .....	43
Here's List of New, Combined and	
Discontinued Ratings .....	43
Round-Up on New Qualifications for	
Advancement in Rating.....	50
Summary of New Legislation .....	55
Directives in Brief.....	56
Book Reviews .....	58
Book Supplement: Navy to the Rescue.....	59
Taffrail Talk .....	64

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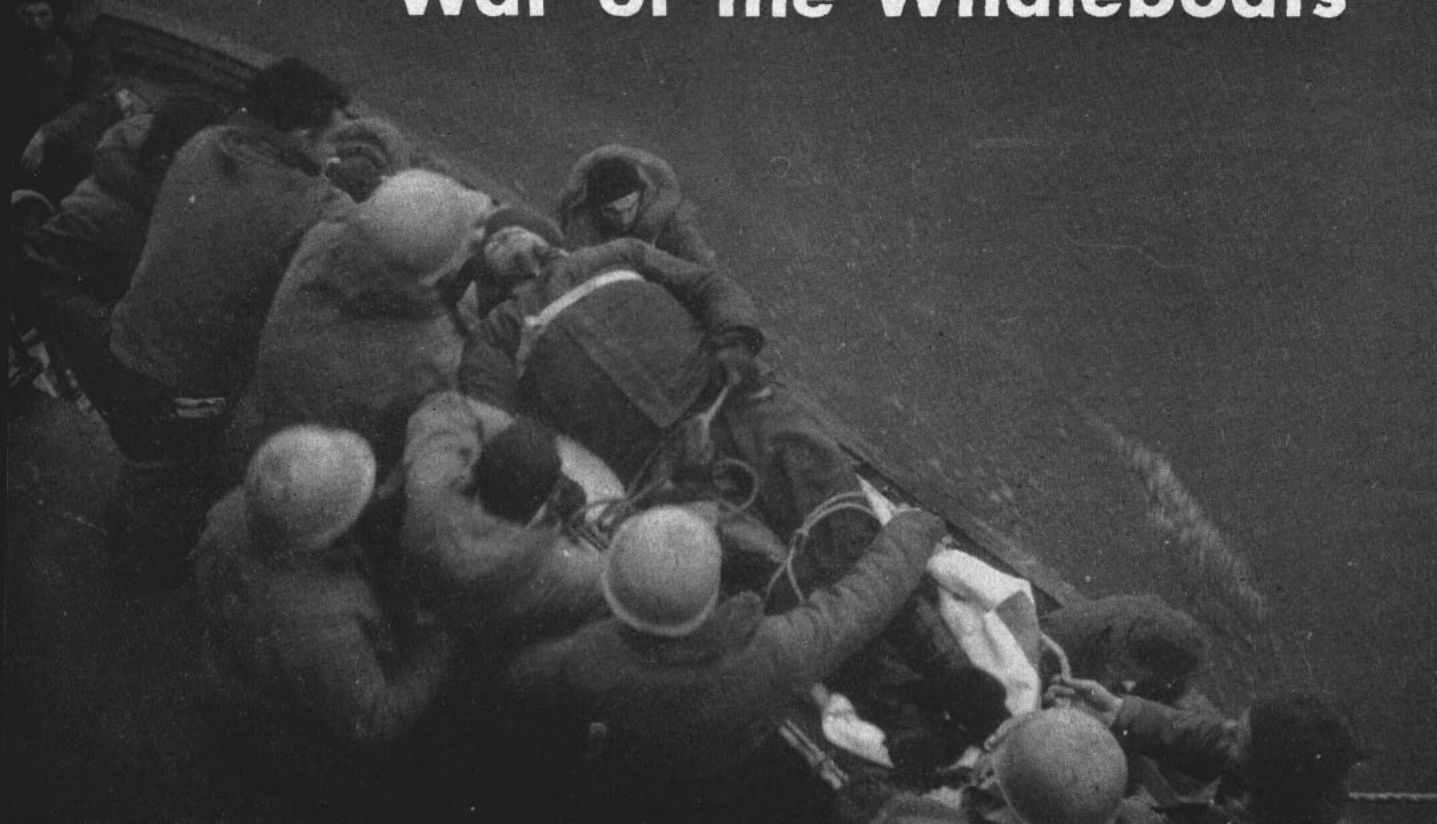
G. Vern Blasdel, Reserve

• FRONT COVER: Unusual photo shows 'airdales' heading for their posts 'on the double' as flight quarters is sounded on board.

• AT LEFT: USS *Montague* (AKA 98) is framed by nets of another attack cargo ship during maneuvers off Okinawa this year.

CREDITS: All photographs published in ALL HANDS are official Department of Defense photos unless otherwise designated.

# War of the Whaleboats



WOUNDED on commando raid, Donald M. Flaherty, DC2, USN, is lifted aboard USS *Halsey Powell* from whaleboat.

WHALEBOATS have served many functions in their day, but it would take some stretch of the imagination to put them in the category of modern combat craft.

That, however, is just the role the whaleboat has been playing in the Korean theater, sometimes in hand-to-hand fighting.

For the gallant guys who serve in them, helping to extend the blockade of the Korean peninsula to the ultimate, war is sometimes a very personal thing indeed.

These pint-sized whaleboats — the same craft sailors Stateside use for liberty boats — are playing a small but significant part in sealing off the Communist forces from communication by sea.

Being of shallow draft, the boats can move into unswept areas close to shore where big, or even little, ships fear to venture. They have proved themselves adept at intercepting enemy sampans that try to sneak up the coastline at night to bring in supplies. They can act as a "spotter" when the parent ship wants to lob a few into an enemy gun battery position or supply dump but can't get a clear view of the target because of an

obstruction (the boat merely moves out on one flank where its crew can get a clear view to spot the salvos).

Two ships that have used the wooden whaleboats to good advantage are the small minesweepers USS *Murrelet* (AM 372) and the destroyer USS *Halsey Powell* (DD 686). The following accounts of their boats and boat crews reflect the top-notch skill and high courage required of the men who man the boats.

*Murrelet* is quite a ship herself. The minesweeper had chalked up an enviable war record before she even got into the whaleboat act. Once she destroyed an enemy locomotive with three-inch and 40mm. gunfire, track-and "leading" it as you would an aircraft target. Her guns "air conditioned" the fleeing engine until it exploded and careened off the track.

Another time lookouts spotted a cable car climbing up the side of a rock quarry situated near the shoreline. Figuring that a cable car was better than nothing for the day's hunting, her gunners took it under fire and dropped it like a clay pigeon to the bottom of the pit.

In ten months of operating in Korean waters, *Murrelet* had swept

6720 miles of green water for mines, had come under fire 17 times and had been hit three times herself, fired more than 20,000 rounds of ammunition of all kinds, shot up 13 sampans, damaged numerous enemy installations and silenced two Communist shore batteries.

Her skipper, Lieutenant John O'Neill, USN, since relieved, had even taken the ship into Wonsan harbor one day to pick up a North Korean general who wanted to surrender. Unfortunately, however, another ship arrived first and made off with the general.

The whaleboat crew reflected the character of the ship — it was hot to go. A system had been developed, a standard operating procedure, whereby the boat had been raising havoc among enemy sampan trade.

The system, worked out by the skipper and his engineering officer, Lieutenant (junior grade) William Gillen, USNR (who also acted as boat officer), made use of the same principles used by fighter director teams on aircraft carriers.

*Murrelet's* radar would pick up a contact, presumably a sampan creeping northward along the shoreline in



the dead of night. The word to man the whaleboat would immediately be passed and the volunteer crew would run topside, clamber into the boat, grabbing rifles and carbines as they went. Then the boat would be quietly lowered into the water.

With the help of a simple radar reflector stuck on top of a pole mounted in the boat, the ship's Combat Information Center would guide the craft to the target by means of instructions relayed over the ship-to-boat radio. Taking the "vectors" fed to it from the ship, the boat would silently stalk the unsuspecting enemy until it came within hailing distance.

Then, a Korean interpreter, carried along for just such an occasion, Ensign Suh In Byuk of the ROK Navy, would jump up and holler in Korean, "Hands up! We've got you covered! Surrender or die!" If they were smart, the Communists would give up.

While the whaleboat crew kept the enemy covered with their small arms, the coxswain would bring the boat alongside the sampan and a line would be thrown over and made fast. The Commies would be frisked and disarmed and the sampan would be lashed to the whaleboat and towed back to *Murrelet*.

This procedure not only gave Ensign Suh a chance to interrogate the North Korean prisoners in the hopes of getting some intelligence information, it also added a number of sampans to the South Korean floating forces. Sampans and prisoners alike were turned over to the ROKs as soon as practicable. In the first month of the whaleboat war, this procedure brought about the capture of seven Communist sampans and 32 North Koreans.

One dark night, radar picked up another contact. "It's pretty small," came the report. "Probably a sampan." The usual story.

Word was quickly passed for the crew to man the boat. In addition to Lieutenant (junior grade) Gillen and Ensign Suh, there were Frank Kennon, BM1, USN, coxswain; John Bogard, QMS2, USNR, gunner and signalman; Calvin Chance, EN3, USN, engineer; James Shearer, SO3, USN, radioman; and Norman Cluke, SN, USN, Norman Brown, TN, USN, and Marvin French, SN, USN, crewmen.

The men picked up their rifles and carbines and climbed into the boat. The motor coughed, then caught.

A dim moon made uneven shadows



**PREPARATIONS** for the commando raid were carried on by all hands. Here, provisions, ammunition and medical supplies are loaded on board 'Hawk.'

on the water as the whaleboat moved off into the darkness. Gillen took his place beside the radio operator. Soon the radio vectors started coming in.

"Steer 275. It looks like two targets instead of one. They're in unswept waters approximately one mile or less from the shore," came the word.

Gillen murmured to Kennon who checked his compass heading and turned the helm slightly to come to the new course.

"Right ten. Steer 285," the radar coached. All was still darkness ahead.

"Hold that course . . . you should be about 2000 yards . . . you ought to see them . . ."

There they were—two sampans outlined in the gloom. In the first one

were six men, in the second four. Gillen ordered all hands to cover the intruders with their small arms while Suh stood up and hollered for the sampan crews to surrender.

The communists threw up their hands and Kennon started to bring the whaleboat alongside.

Suddenly, one of the enemy reached down, grabbed a hand grenade and threw it straight at the approaching whaleboat. There was a deafening explosion in the after end of the boat.

Kennon, the coxswain, was killed outright and slumped to the deck beneath the tiller.

Gillen, shaken up by the terrific concussion, quickly recovered and

**'FALCON'** crewmen prepare their whaleboat for daring commando raid. At right is Flaherty who was wounded by enemy fire. Man at left is unidentified.





USS MURRELET (AM 372) sustained three hits while sweeping 6720 miles of water, shooting some 20,000 rounds of ammunition and wreaking havoc.

yelled to his men to open fire. He himself rushed back to the stern to regain control of the boat. Cluke, although wounded in the leg by the blast, also hobbled back to help.

The others let go a hail of fire that cut down the North Koreans and riddled the two sampans like sieves.

The threat eliminated, all hands now turned their attention to the damaged boat.

A two-foot hole had been blasted in the side near the waterline and water was pouring through it. Gillen ordered life jackets to be stuffed in the hole to staunch the flow. Other men bailed with their steel helmets or gave first aid to the wounded. In that fashion, the plucky crew made its way back to *Murrelet*.

For this action, Bronze Star Medals went to Lieutenant (junior grade) Gillen, Quartermaster Bogard, Sonarman Shearer and Seaman French. Letters of Commendation went to Engineman Chance, Seaman Cluke

and Stewardsman Brown. Cluke and Brown, both wounded, also received Purple Hearts.

The crew of the destroyer *Halsey Powell's* whaleboat has just as gripping a story to tell. Theirs was a hit-run commando raid staged to neutralize an enemy build-up of materials at a spot where the destroyer's guns themselves could not reach.

During operations in the vicinity of Hungnam on the North Korean coast, *Halsey Powell's* commanding officer, Commander Francesco Costagliola, USN, since relieved, had noticed increased enemy activity on the little two-by-four-mile island of Hwa. If the Communists succeeded in fortifying it, Hwa could control the entrance to the harbor.

Reconnaissance runs by the ship's two whaleboats confirmed Commander Costagliola's analysis. The whaleboat crews described how they had seen men ashore piling equipment into warehouses. They added

that the buildings were pressed up against a protecting cliff on the mainland side of the island. It would be almost impossible for *Halsey Powell* to fire over the island and make a hit, and just as impossible to try to make a run with the destroyer into the unswept, shallow channel that separated the island from the mainland.

The ship's gunnery officer, Lieutenant J. E. Chambliss, USN, came up with a possible solution—a commando raid. That might work, the skipper agreed, if the whaleboats only packed a little more firepower. Now, say the boat crews could carry a bazooka or two . . .

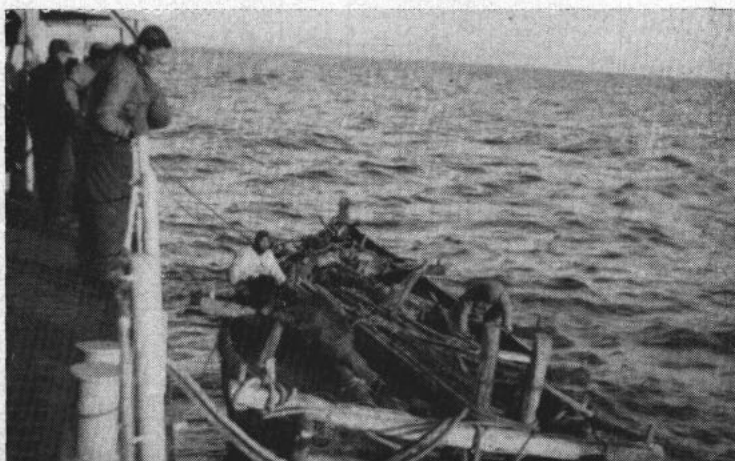
When the ship returned to Sasebo, Japan, for routine overhaul, this idea was presented to staff members of the U. N. Blockade and Escort Force. The wheels turned and soon a 75mm. recoilless rifle and a 3.5-inch bazooka, on a short-term loan from the Army, made their appearance on board the destroyer.

Both weapons, any gunner's mate will tell you, pack a terrific wallop for so small a piece. Both are part of the Army's program to develop a "family" of "vest-pocket artillery" pieces that can be carried by the foot soldier. The bazooka, for example, with a good hit can make mince meat of the toughest tanks known.

No sooner had *Halsey Powell* arrived back on the bomblines when Commander Costagliola received a query from the Commander of the Blockade and Escort Force requesting information "on the current situation at Hwa-do." The information was sent—then the ship's officers sat down to discuss what more could be done to eliminate the trouble spot.

It was decided to send in the two whaleboats armed with their new-found weapons in a surprise attack in hopes of destroying the build-up

WHALEBOAT tows captured sampan to ship (left). Captured sampan is shown tied alongside the minesweeper.





area. Lieutenant Theodore Curtis, USN, was put in charge of the mission and placed himself in the lead boat. Ensign James Winnefeld, USN, the ship's shore fire support officer, was second in charge and took over the second boat. The code name for Curtis's boat was "Hawk;" for Winnefeld's, "Falcon."

Arthur Talley, BM3, USN, coxswain; William Harrison, RM2, USN, radioman; and William Haynes, QM3, USN, Albert Schildt, TM3, USN, David Powell, SN, USN, and John Wright, FN, USN, made up "Hawk's" crew.

With Winnefeld in the second boat were Donald Flaherty, DC2, USN, coxswain; Wesley Pomeroy, GM1, USN, Roy Manning, RM3, USN, Matthew Laboda, EN3, USN, and Edwin Shorak, SN, USN, crewmen; and a Republic of Korea Lieutenant (junior grade), Kim Chong Hyuk, as interpreter.

On the chosen afternoon it was cold and there were patches of ice along the shoreline. The recoilless rifle and bazooka were carefully handed into the boats. In addition, every man had his own rifle or carbine.

The boats were lowered into the water and *Halsey Powell* herself took position at a point where she would have a direct shot off to one side toward "Lighthouse Point" on the mainland, where the Communists were known to have a shore battery, as well as directly toward Hwa-do.

Thus far, no sign of life at either place. The boats began their journey toward the channel-side of the island, sweeping wide to one side. As they

made their way, the destroyer opened up with a blanketing fire spotted by Winnefeld in "Falcon." When it was apparent that the ship's fire could not effectively get at the buildings on the protected side, Curtis in "Hawk" requested permission to proceed into the beach and open up with the boat weapons.

Permission granted. "Hawk" and "Falcon" moved in. Winnefeld opened up with his 75mm. while "Hawk" laid off to cover. The 75, firing phosphorus shells, set fire to several buildings, fires that continued

to blaze for several hours afterward.

Then "Hawk" moved in while "Falcon" covered, lobbing eight-lb. shells from its bazooka into several other buildings, blasting them to splinters.

Then Winnefeld, seeing two undamaged sampans lying on the beach veered "Falcon" over in that direction with the idea of towing the sampans back to the ship (sampans were desired for intelligence reasons). He ran the whaleboat up on the beach. Flaherty, armed with a Browning automatic rifle, jumped out and ran a short distance up the beach to cover his buddies while they cut the sampans loose and rigged them for the tow.

Just then, the Communists evidently woke up to what was happening. Small-arms fire began to ring ominously around the raiding party.

"All right, Jim, let's get out of here," Curtis barked over the walkie talkie between the two boats.

Winnefeld now saw he couldn't hope to get the two sampans and ordered them cut loose again. He ordered Flaherty back into the boat and yelled to the coxswain to give it full speed.

But an enemy sharpshooter had found the range. Two rifle bullets ripped through "Falcon's" side, hitting Flaherty in the foot and groin. Another shot snipped the headphones right off Harrison's head in the



BROWNING automatic rifle in hand, knife handy, Wesley J. Pomeroy, GM1, USN, was fully prepared for his part in the commando raid on Hwa Island.

MEMBERS OF *Murrelet* crew inspect captured sampan. L-to-r: J. D. Ryan, BM2, J. W. Denney, SN, and N. E. Cluke, SN. Cluke was wounded later in battle.





SOLAR STILL is inflated by ENS Farkas (right) as Harry J. Donham, AD2, stands by. The still is used to obtain drinking water from sea water.

### These Men Graduate as Qualified 'Survivors'

Putting into practical use their accumulated knowledge of survival on tropical islands, flight crews of Patrol Squadron Four launched a training program which includes a two-day field trip to isolated beaches in northern Guam. Field trips are preceded by drills and instruction covering all phases of survival.

Transported to the survival test area at Ritidian Point, the 11-man groups from VP-4 are left to survive only on what they can find in the sparsely populated area and what could be salvaged from a P2V Neptune. From the road they scout through several types of terrain including savana, mountain trail, rain

forest, jungle and shoreline. The area is studied for possible sources of food and shelter.

Camp is made on the beach. Signal gear is made ready and preparations for survival begun.

The Ritidian region abounds in coconuts, breadfruit, papaya, pandanus and other tropical fruits. Crabs and fish can be found although scarce. The coconut supplies most food and drink for the party.

A palm-thatched lean-to constructed of papaya trunks and coconut palm branches furnishes shelter from the rain.—R. W. Rebbeck, SN, USN.



YELLOW TARPAULIN is spread out by P. J. Heigert, ALAN, ENS L. Farkas and LT C. Ostertag (l-to-r) to catch rain water and signal rescue planes.

"Hawk," grazing a six-inch crease across the top of his scalp.

The boats at last drew clear of the danger area.

The wounded Flaherty was laid out in the bottom of the whaleboat and a tourniquet was fashioned out of a belt and wrapped around his leg.

When the coxswain was made comfortable, the boats continued the trip back. But their troubles were not yet over. A Communist shore battery now came to life.

Curtis ordered everyone to duck down in the boats and directed Talley, the coxswain, to veer to the right to outrun the battery. Talley nudged the tiller over, then figured he'd better get down too. So he grabbed an M-1 rifle and slid to the deck, lying there on his back and steering the boat with the rifle!

Curtis radioed to *Halsey Powell* for covering fire to protect the withdrawal. The destroyer, its men standing ready at General Quarters, answered immediately. The shelling had the desired effect for the Communist fire soon stopped.

But now "Hawk" began to lose oil pressure. Evidently one of the rifle shots from the beach had nicked the oil line. Since they were now out of range of the shore fire, Curtis ordered "Falcon" to proceed back to *Halsey Powell* with the injured Flaherty and told Talley to lie to and wait for "Falcon" to return. This the other boat did in a few minutes and towed "Hawk" back to the ship.

The wounded man was later transferred to the destroyer *uss Twining* (DD 540) for an emergency operation, then to the heavy cruiser *uss Rochester* (CA 124) and finally to Japan and back to the States to recuperate. He has since recovered and has been discharged from the Navy with a partial disability. Harrison's wound was only superficial and he was returned to duty.

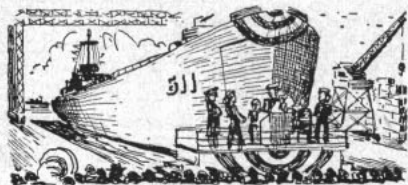
For their part in the operation, Lieutenant Curtis, Ensign Winnefeld, Damage Controlman Flaherty and Gunner's Mate Pomoroy were awarded the Bronze Star with Combat "V." The others each got a Letter of Commendation.

Thus ended two exploits by the Navy's whaleboat sailors. And there are others. Each serves to illustrate the courage and resourcefulness demanded of the men who are proving that the small boat can still play a useful part in naval warfare.



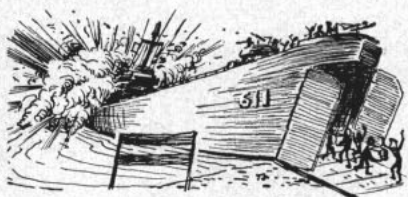
# Life and Adventures of Navy's Copra Queen

IT'S a pretty well known fact that LSTs are just about the most versatile ships in the Navy, but there is one LST that has had perhaps even more varied duty than the rest. This is the story of that ship—uss *LST 611*, better known as the “Copra Queen.”



*LST 611* began her Navy career in the same manner as many other wartime-constructed vessels of the Navy on 15 May 1944, with a green crew that was to play—first—a brief but active role as a fighting unit in World War II. During her infancy the 611 was just like any other LST—it wasn't until the White Beach incident at the Leyte landing that she began to emerge as something a little bit different.

It was there she took a bomb in her main and auxiliary engine rooms. The explosion completely demolished



the engines and ballast system so that she settled on the sands of the beach. Later, she was patched up and raised, but when the pumps were removed she sank again. After being raised the second time, she was towed for salvage to *uss Culebra Island* (ARG 7). The repair ship stripped her of all useful equipment, machinery and supplies for use on other damaged LSTs.

Only a shell of her former self, she was then towed to Manus Island for additional repairs, then to Pearl Harbor and finally to San Pedro, Calif. There she sat out the end of the war getting her face lifted.

Late in the fall of 1945, she was back at work again. She spent several years under ComServPac. As a ship of the Service Force she meandered through the Pacific Trust Territories

(Central Pacific), stopping at such out-of-the-way places as Ailinglapalap, Likiep, and Maloelap. Once in a while she got to visit such better known ports of call as Kwajalein, Bikini and Okinawa.

During this tour of duty she participated in both atom bomb tests at Bikini, and punched holes in her bottom once while beaching. After this the worn and much traveled “puddle jumper” seemed to be headed for the scrap pile. Her generators went dead and she had only one engine that would run.

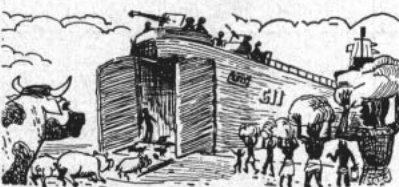
But instead, the “Queen” went back to Pearl for an overhaul. After getting all polished up she was pressed into the “Copra Service”. At



this time the Navy had the only vessels operating in the Trust Territories other than a few craft belonging to the natives. Although Civil Administration replaced Military Government in these Islands in July 1947, it remained the job of the Navy to help the people of the Trust Territories transport their foodstuffs.

So old 611 was sent in to do the job. Her everyday cargo now consisted of copra (dried meat of the coconut), chickens, ducks, cows, pigs and dried fish.

The “Copra Pennant” a brown



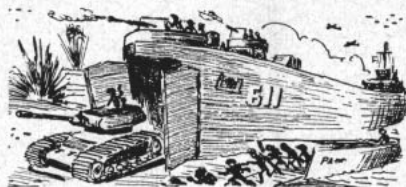
burlap bag, was flown from the jackstaff upon entering port to signify a “clean sweep, a smelly job well done.” Except for a few short months at Pearl Harbor, old 611 was a familiar sight upon the horizons and in the harbors of Mid-Pacific paradises.

Finally she had her moment of glory—the “Queen” was ordered to the Far East—and action in the Korean theater. For several wonder-

ful months she proudly sailed the seas of the Orient blissfully aware of every day she spent away from the coconuts and chickens. This tour of “good duty” reached its climax when she took part in the invasion of Inchon in Korea. Soon after she was returned once more to the familiar “Copra Run.”

But luck was on her side. In August 1951 she was sent back up to Japan to support the First Marine Air Wing in Kangnung, Korea. During the next two months she shuttled from Japan to Kangnung and carted over 4500 tons of ammunition and bombs for the Marines. Then, after spending almost 18 months in the Central Pacific and in the Far East the “Copra Queen” returned to Pearl Harbor for rest and recuperation for her crew.

After the rest period, she received the nod by ServPac to move on. Fate was against her this time, though, for back to the islands she went. The “Queen” was pressed into fish-hauling service from Chichi Jima in the Bonin Islands to Guam. Since the Bonin-Volcano Islands are administered by the Navy it is the job of a



few ships like the “Copra Queen” to provide such services as fish-hauling, etc., among the islands. So with four portable reefers installed on the after end of her tank deck the “Queen” hauled tuna, wahoo, langusta lobsters, live sea turtles and chickens.

But wherever she goes one thing is certain, whether she is hauling copra and chickens, fish or ammunition, *uss LST 611* has earned the reputation of one of the more versatile ships in the Navy.—Lieutenant O. M. Larson, USNR and J. P. Tomlinson, QM2, USN.



# THE WORD

## Frank, Authentic Advance Information On Policy—Straight From Headquarters

• **MONEY FOR TRAVEL** — The Navy reimburses you for all legitimate travel expense when your dependents are moved as a result of official orders changing your permanent duty station.

But keep in mind that you are not entitled to travel money for your dependents unless your claim meets these basic requirements: you must list bona fide dependents only; they must not perform the travel before the effective date of your orders; dependents must actually perform the travel on the dates and from and to the addresses stated in your claim.

Regulations for filing claims for reimbursement for travel expenses of dependents were revised 1 May 1952 by BuPers-BuSandA joint letter of 11 Mar 1952 (NDB, 31 March 1952). Other provisions for claims are outlined in *Navy Travel Instructions*, paragraphs 8152, 4 and 5, and the member's responsibility for submitting a correct claim is outlined in BuPers Circ. Ltr. 162-51 (NDB, 30 September 1951).

The Navy has had to adopt stringent measures to deal with claimants who submit improper vouchers for reimbursement.

Auditors from the General Accounting Office, an agency of Congress, are currently making on-the-spot audits. They go aboard ships and stations to review in detail the ex-

penditure of Government funds. They have discovered a number of erroneous payments have been made on claims for dependents' travel. Cases of misrepresentation and deliberate errors which constitute fraud are a serious crime and are cause for disciplinary action.

ALL HANDS frequently carries articles explaining the various rights and benefits of Navy personnel dependents. For additional information on all travel problems see ALL HANDS, November, 1951, p. 46-47; December 1952, p. 46-49, and June 1952, p. 48.

• **CAMPAIGN HISTORIES** — Navymen and Marines who were wounded in the campaigns of New Britain or the Central Solomons may receive without charge the recent books prepared by the Historical Branch of Marine Corps Headquarters covering these campaigns.

*The Campaign on New Britain* is a 220-page book that covers the operations of the First Marine Division and the Twelfth Defense Battalion in the Cape Gloucester and Talasea Regions of New Britain in the campaign to isolate Rabaul.

*Marines in the Central Solomons* is a 186-page story of the fight on the New Georgia islands in the summer of 1943. As this was predominantly an Army operation, the book describes only the activities of the

Marine's First Raider Battalion, Fourth and Ninth Defense Battalions and elements of the Tenth and Eleventh Defense Battalions.

Navy and Marine Purple Heart winners of these campaigns may obtain either or both of the books by writing to "Headquarters Marine Corps (Code A03D), Washington 25, D. C."

Anyone else desiring copies of these histories may purchase them from the Superintendent of Documents, Government Printing Office, Washington 25, D.C. *The Campaign on New Britain* is priced at \$3.75 and *Marines in the Central Solomons* sells for \$2.75.

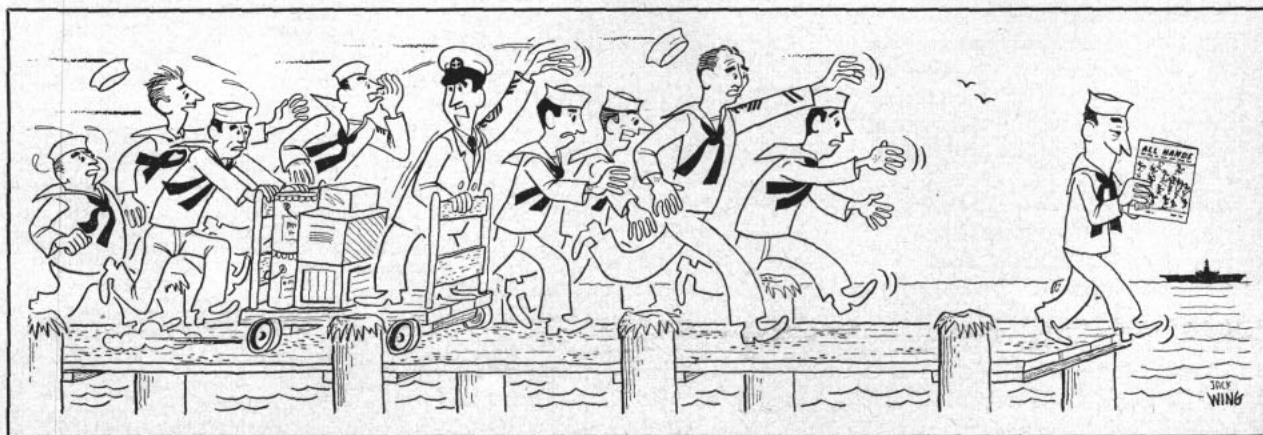
• **BONUS DEADLINE** — World War II veterans from Michigan are warned that 31 May 1953 is the deadline for applying for their state bonus.

To be eligible for the Michigan bonus you must have maintained residence in the state for six months immediately prior to entering the service, served more than 60 days between 16 September 1940 and 30 June 1946, both dates inclusive, and must have an honorable discharge or release, or been in honorable active service.

The amount of bonus you may receive depends upon the type of service you have had. For example, you may receive \$10 per month for domestic service and \$15 per month for foreign service. However, your bonus may not exceed \$500.

Requests for applications should be sent to the Commandant (DCRO), Ninth Naval District, Building 1-B, U.S. Naval Training Center, Great Lakes, Ill.

Additional information about the Michigan bonus may be obtained



PASS THIS COPY ALONG—Don't go off the deep end, nine other guys want to read this issue of ALL HANDS.



from the Adjutant General's office, State of Michigan, Bonus and Military Pay Division, Lansing 1, Mich.

Although 21 States and two Territories enacted legislation providing bonuses for World War II veterans many of the deadlines have already passed. In addition to Michigan, those places where applications are still being accepted but no immediate deadlines have been set include; *Massachusetts, Montana, New Hampshire, New York, North Dakota, Vermont, West Virginia and Alaska*. The deadline for the *Indiana* bonus has already expired but state officials are considering plans for possible extension of the deadline date.

Bonus payments and eligibility requirements vary with each State or Territory. Completed applications should be mailed by the applicant himself direct to the agency administering the payment of the State bonus. This address will appear on the application blank obtained from the Commandant of the Naval District where your home is located.

• **COMMISSIONS FOR EMs and WOs** — Under a new naval officer procurement program, 48 warrant officers and enlisted men have been selected for Officer Training School. Successful completion of this training will lead to a commission as ensign in the unrestricted line or Supply Corps of the Regular Navy.

The Navymen were selected under the provisions of BuPers Inst. 1120.7 (18 Sept 1952) which outlines the program. Under this program there is a greater opportunity for potential officer candidates from the ranks of commissioned warrant officers, warrant officers and enlisted members of all pay grades to be appointed to the permanent commissioned rank in the Regular Navy (See *ALL HANDS*, December 1952, p. 52).

This program does not replace any part of the Navy's other officer candidate programs such as the Naval Reserve Officer's Training Corps, Officer Candidate Schools and Limited Duty Officers (LDOs). Instead, it opens up a new avenue whereby enlisted personnel of the Regular Navy who possess outstanding qualifications and sincere motivation for a naval career may apply for appointment as ensign in the Regular Navy.

The next deadline for applications is 20 October 1953. Consult your local I and E Officer for details.

• **G. I. BILL** — If you are a Navy veteran planning to apply for schooling under the Korean G.I. Bill after you return to inactive status, you can save yourself a lot of time by taking care of a few things of your own.

Before you apply for training you should get a photostat or certified copy made of both sides of your discharge or separation paper. You will need it to attach to your application.

Then if you are sure of what you want to study, find out whether the school or training establishment of your choice will accept you under the Korean G.I. Bill.

When it comes time to fill out the application form you can save yourself some more time if you know in advance what your training goal will be. You will have to list the program of training that will help you to reach this goal and the name and address of the State-approved school or establishment where you plan to study.

However, if you are not sure what your training goal will be and would like to get some expert assistance in reaching a decision you may receive vocational counseling from the Veterans Administration. If such is the case, you should indicate on your G.I. training application that you want counseling.

You may obtain application forms for G.I. training at any VA office.

• **FLEET RESERVE** — As a result of the "Armed Forces Reserve Act of 1952" (Public Law 476-82nd Congress), the Fleet Reserve is no longer a part of the Naval Reserve. It is now considered as a complete entity in itself and a component of the Regular Navy.

The new full title is "U.S. Naval Fleet Reserve" and the official abbreviation is "USNFR." Accordingly, all future entries in enlisted and officer records of Fleet Reservists should reflect the change from "U.S. Naval Reserve (USNR)" to the new designation. Other instructions and procedures for transfer to, and administration of, the Fleet Reserve remain the same.

This information is contained in BuPers Inst. 1823.2 of 20 Mar 1953 and became effective as of 1 Jan 1953. A change is being prepared for *BuPers Manual* to conform with the above. The change will remove the regulations for the Fleet Reserve from Part H and incorporate them in a new chapter, Chapter 13 of Part C.

## QUIZ AWEIGH

Let's test your Navy knowledge. You won't win any prizes for being correct, just self-satisfaction in knowing that you're on your toes about what's going on in the Navy today.



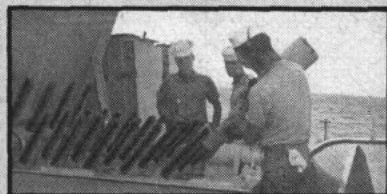
1. The sailor above is holding a bathythermograph. It is used to (a) take soundings, (b) measure temperatures at different depths of the sea, (c) measure temperatures on the ocean floor.

2. The more commonly used bathythermograph can record to depths down to (a) 420 feet, (b) 300 feet, (c) 180 feet.



3. An officer wearing the device at left is a member of the (a) Hospital Corps, (b) Supply Corps, (c) Medical Service Corps.

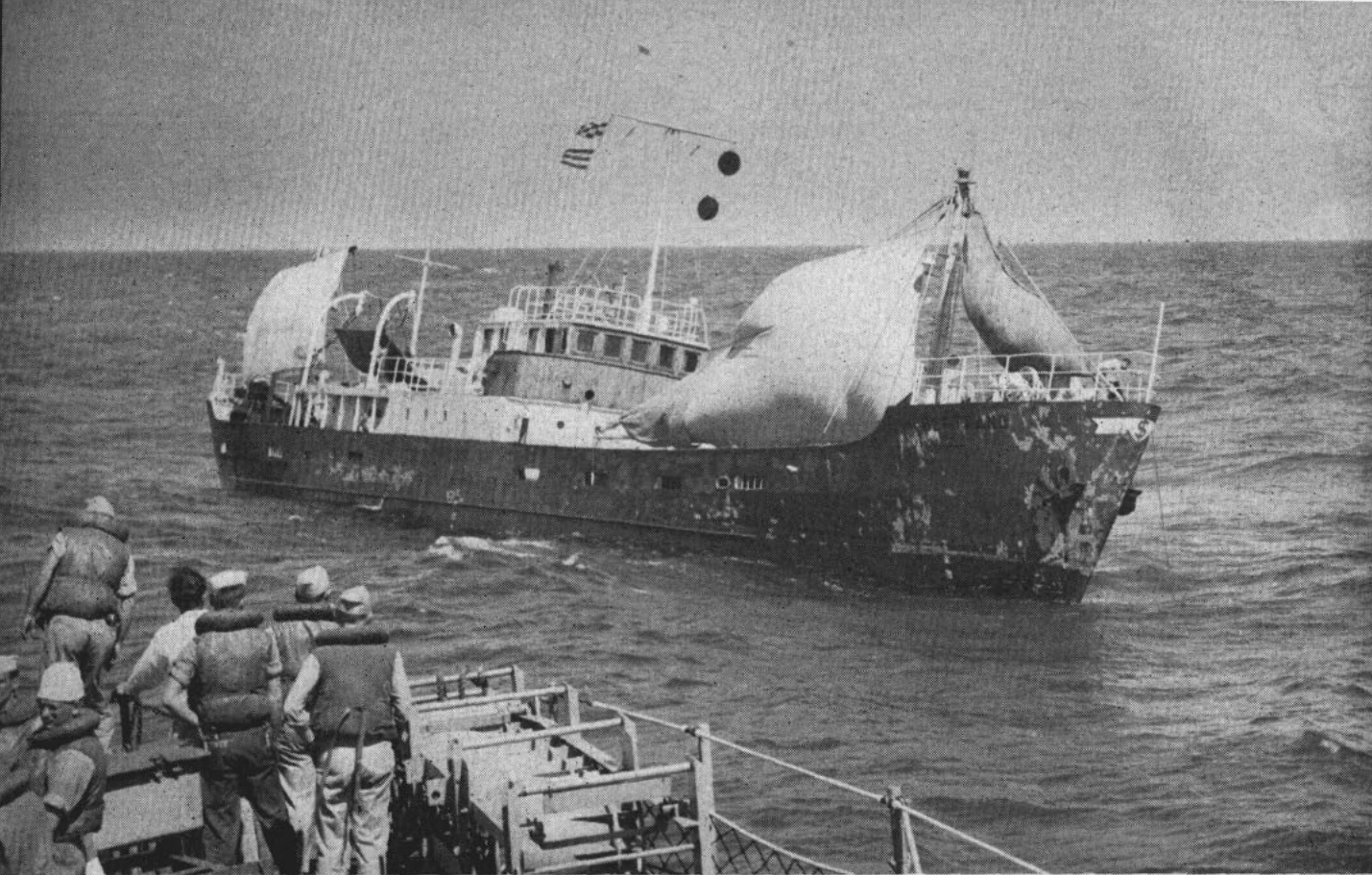
4. The device at right signifies a member of the (a) Civil Engineer Corps, (b) Supply Corps, (c) Dental Corps.



5. Above is a sailor loading a (a) hedgehog projectile, (b) rocket, (c) fire extinguisher.

6. If you correctly answered No. 5, you will know that the item is used (a) in supporting amphibious assaults, (b) in anti-submarine warfare, (c) putting out fires.

ANSWERS TO QUIZ ON PAGE 53



USS CAPERTON (DD 650) overhauls disabled Norwegian ship, *Bertrand*, which had been drifting for 10 days.

## Away Fire and Rescue Party!

FROM the largest carrier to the smallest landing craft, Navy ships are ready at all times to lend a helping hand to other ships in distress.

Although salvage and rescue operations on the high seas are actually in the province of the hardy ocean-going tugs and salvage vessels, every ship must have the know-how to do its own rescue work in case of emergency. Personnel and equipment set-up for such aid is listed on the Navy ship's Fire and Rescue Bill.

The Fire and Rescue bill provides, as every blue-water sailor knows, for certain trained men. Damage controlmen, sea-wise boatswain's mates, engineers and others — go over the side in a hurry to help a ship or aircraft in distress, to put out a fire either afloat or ashore, or to come to the aid of an installation ashore.

- The men of *uss Caperton* (DD 650), for example, knew what to do when one of the ship's lookouts sighted a tiny sail on the horizon 15 miles off Puerto Rico during exercise Springboard.

Overhauling the sail, which turned

out to be a sailboat with six crewmen of the Norwegian motor ship *Bertrand*, the destroyer learned that the ship had run short of fuel and was drifting helplessly 90 miles off Puerto Rico.

According to the six men in the lifeboat, the ship had run out of fuel and had lost all power after battling strong headwinds and currents for two days.

*Bertrand* had drifted helplessly for a week. Finally the captain decided to put a lifeboat over the side to take some of his men and seek aid. When found by *Caperton*, the lifeboat had been in the water two days and nights.

Aided by U.S. Coast Guard planes, *Caperton* soon located the drifting *Bertrand* and stood by the helpless ship until the Coast Guard cutter *Sagebrush* arrived from San Juan to tow the vessel to port.

- Another recent instance of Navy ships to the rescue happened 105 miles off the coast of Japan. A stubborn blaze broke out on board the merchant freighter *ss President Pierce*

when acetylene tanks in the ship's No. 3 hold exploded.

Fire in a vessel at sea is one of every sailor's worst fears. Unless promptly extinguished or at least controlled, fire can make a hulk of a proud ship in a matter of hours, especially if there is something very inflammable like acetylene gas to feed upon.

This fear occupied the minds of those aboard the *Pierce* — that is, until help arrived in the form of several Navy ships.

Arriving first on the scene, the MSTs transport *usns Barrett* (T-AP 196) succeeded in removing from the stricken ship four injured crewmen and nine passengers, including wives of servicemen enroute to Japan.

Then *Pierce*, still burning below decks, made her way into Tokyo harbor, escorted by the Navy transports *uss George Clymer* (APA 27) and *uss Renville* (APA 227), the submarine rescue vessel *uss Coucal* (ASR 8) and the *usns Susquehanna* (T-AOG 5), where more help awaited.

Chief Boatswain Paul DeRuff,



USN, a veteran Navy firefighter, directed the efforts of four Navy tugs and five other ships as they successfully quenched the fire, which by now had eaten up most of *Pierce's* 7,000-ton military cargo.

The firefighting party from *Clymer*, which fought the conflagration for six hours, was led by Lieutenant (junior grade) Robert L. Owen, USNR, Boatswain Frederick Martin, USN, and Carpenter Parker Gould, USN.

Emergency rescue operations like these are typical of the continuing responsibilities of all vessels at sea, and especially of Navy's rescue vessels. A recent salvage operation in Far Eastern waters involved the salvage ships *uss Grasp* (ARS 24) and *uss Safeguard* (ARS 25). This is how the rescue vessels went to work:

- *LST 176* had broached and was lying on the beach at Sokch'o-ri, Korea, with five holes near or under her waterline. The tank deck, engine and generator rooms were flooded and the hull was severely damaged by heavy seas.

*uss Grasp* was dispatched to the scene to commence salvage operations, but bad weather prevented her crew from starting work immediately. After a few days' wait, *Grasp* began to refloat the stricken LST by pumping her dry, sealing all external hull openings and creating in so far as possible, a watertight steel box.

The rescue ship then pumped compressed air into the LST through a hole in the main deck, thus creating an internal pressure which gave the ship the ability to float with an "air bubble" despite its extensive damage.

Foul weather dampened *Grasp's* salvage efforts when a storm carried away or damaged most salvage gear. *Grasp* was forced to return to port and *uss Safeguard* then took over rescue operations of the LST.

The first job *Safeguard's* crew had to perform was to pump the LST free of water, after it had again flooded its compartments during the storm. Once this was accomplished, compressed air was pumped in for a second time.

Five crew members of *Safeguard* and six members of the original crew of the damaged vessel volunteered to remain aboard and *LST 176* was successfully towed to Sasebo, Japan.

- Another salvage operation performed by *Safeguard*, along with the fleet tug *Takelma* (ATF 113), ocean tug ATA 240 and the Army LT

(light tug) 535, took place on the east coast of Korea.

The merchant ship *Park Benjamin* was unloading cargo when high winds and heavy seas drove her on the beach and fouled the anchor windlass. The answer to her SOS soon came, first with the arrival of *Takelma*, followed by the others. The three hard-working tugs were able to tow the merchant ship so that her bow pointed seaward. But the tugs couldn't break the grip of the sand and mud. *Safeguard* then moved in, dropped anchors and passed her tow cable to the grounded ship. As the tugs began towing, *Safeguard* hauled in on her anchor winches. The strangle hold of the mud was broken and the *Park Benjamin* was refloated.

- A unique salvage effort by a Navy ship in recent months was made by the fleet tug *uss Tawasa* (ATF 92), operating out of Japan. This is *Tawasa's* story:

Tied up at her usual berth in a

Japanese port, the tug received an urgent message that the typhoon-battered 10,000-ton Swedish merchant tanker *ss Avanti* — or what was left of it — needed assistance. *Avanti's* position was reported as some 260 miles northeast of Okinawa.

After three days of searching (without the aid of radar) *Tawasa* finally located the floating stern section of the battered ship some 50 miles from the reported position.

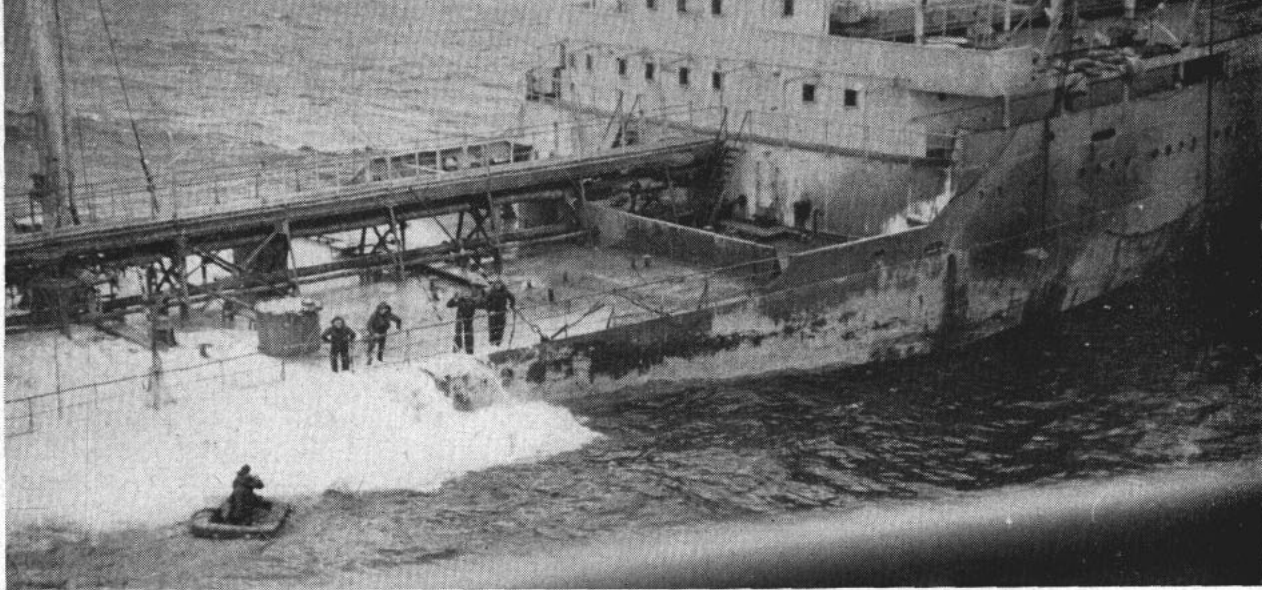
Working by searchlight during the night, the fleet tug crew members put a two-man advance salvage party aboard the hulk. The two men, Arthur Jones, BM1, and Clarence Nessel, SN, found the stern section abandoned.

Early in the morning the towing job was started. Taking a long, slow swing, the 1200-ton tug straightened out its tow and set a northerly course.

A second salvage party of five men then went aboard the after section of the tanker for further inspection and

**CREW MEMBERS** from *Bertrand* are picked up by destroyer *Caperton*. They had spent two days in their lifeboat before *Caperton's* lookout sighted them.





**TYPHOON BATTERED** Swedish vessel *Avanti* got aid from USS *Tawasa* (ATF 92) when she was stricken in Pacific.

repairs. This group found a Swedish-American dictionary which they put to good use. Now able to interpret the valve markings and name plates, they closed all the sea valves and serviced the generator. In addition, they closed the hatches and plugged leaks around the propeller shaft. The free-swinging rudder was secured amidships with a block and tackle.

Next day a third repair party went aboard and "buttoned up" the hulk as much as possible for a threatening blow. The storm was not long in coming. High seas and winds up to 45 knots set the tug and her tow 80 miles off course to the eastward. In two blustery days, *Tawasa* had made but 60 miles on her original track to port.

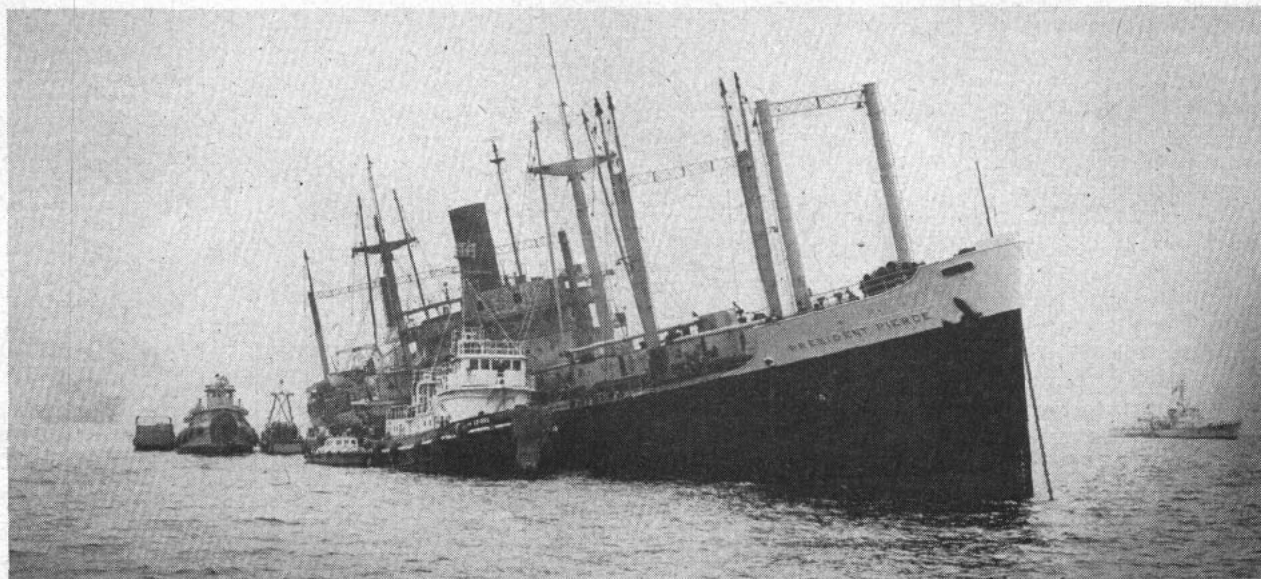
When the generator operating the bilge pumps in the floating stern of *Avanti* began to give out, two-man shifts were put aboard the tow. Because of heavy seas, *Tawasa* was unable to make the usual "tug transfer" of men from alongside. Instead, a system of lines and blocks was rigged up, whereby raft-borne men would ride across the open sea. With one line secured to the tug and another to the hulk, the men in the raft hauled in on the hulk line to keep it taut as slack was paid out on the line from the tug.

Later, as the storm lessened, *Tawasa* was able to swing alongside the hulk and make itself fast with a grapple hook and mooring lines. Repairs were made to *Avanti's* gener-

ator with the use of some spare parts.

After six days of a touch-and-go battle, heavy seas again threatened to take down the hulk, filling the bilges at an increasing rate. A large salvage pump, quickly transported from *Tawasa*, was put to use. A couple of days later, *Tawasa* and tow finally put into harbor at Kobe, Japan, delivering the hulk to an agent of *Avanti's* owners.

Salvage operations such as these test the seamanship of the U.S. blue-jacket and prove, if any proof is needed, that the Fire and Rescue Bill you see your name on is considerably more than just another piece of paper. To the human beings involved, it can mean either life or death. — Rudy Garcia, JO1, USN.



**FOUR NAVY TUGS** and five other ships helped blazing merchant freighter, SS *President Pierce*, reach Tokyo harbor.





## Power for Peace

"**P**OWER FOR PEACE" is the slogan of the fourth annual Armed Forces Day, scheduled for May 16.

Civic, veteran, educational, religious and other organizations will join with the armed forces in the nationwide program which is designed to acquaint the public with the relationship between the services and other elements of American life.

As in previous years, Army, Navy, Marine Corps, Air Force and Coast Guard installations will hold "open house" and stage demonstrations using both personnel and equipment to show how military and naval teamwork operates.

Parades, exhibits and demonstration will serve to maintain the observance on a community level. Overseas ceremonies are planned at U. S. installations.

Here are some typical scenes, showing the branches of the Armed Forces in action:

*Upper left:* Marines land and deploy their forces. *Upper right:* Army 4.2 mortar crew fires on communist positions during fighting on the Korean front. *Right center:* Coast Guardsmen haul in 'survivors' of plane 'forced down' at sea. *Lower Right:* Navy battlewagon, USS Iowa (BB 61), pounds communist coastal defenses during amphibious exercises off Kojo. *Lower left:* Air Force B-29 Superfortresses unleash bombs on strategic bombing mission over North Korea.



# Sealed in a Submarine for Sixty Days

**S**EAL<sup>E</sup>D inside a submarine for two months, 23 volunteers took part in a unique experiment on behalf of Navy submarine personnel.

The experiment, nicknamed "Operation Hideout," was designed to answer a number of questions on submarine life for Navy medical researchers. For example:

- How much carbon dioxide in the air can a man stand?
- What foods are best for men confined for long periods under the sea?
- What environmental factors affect submariners' work?
- What are some of the psychological factors involved?
- What recreational activities are best for submarine men?

The 23 atomic-age-pioneers — one officer and 22 enlisted men — were selected from among 200 volunteers at the Naval Submarine Base, New London, Conn.

After numerous psychological and physical tests, the volunteers were chosen and "sealed" inside the decommissioned submarine, *Haddock*. Although the sub remained on the surface throughout the test, submerged conditions inside *Haddock* were simulated by sealing the escape hatch and by regulating its atmosphere by (1) the addition of oxygen from cylinders located on an auxiliary barge moored alongside and (2) the



**VOLUNTEER CREWMEN** look over two guinea pig 'shipmates.' These animals, along with 50 white rats, were kept on board sub as an additional safeguard.

removal of carbon dioxide by means of a scrubbing machine located within the submarine. The desired percentages of these vital atmospheric gases were accurately controlled by electronic devices.

Study of the volunteers was divided into three categories:

- Bodily effects (physiological) — to determine how the men's bodies reacted to prevailing conditions. Changes in respiration, brain functions, blood pressure, and the like, were carefully recorded.

- Performance — to determine effect conditions have on how men performed their tasks. Studies included tests of special senses such as vision, night vision, hearing. Complex manual tests — such as hand-steadiness tests, tapping tests, and tests of complex mental ability — were administered regularly.

- Psychological — to determine the effect the conditions have on the minds and emotions of the volunteers. Observations were made of their moods, how they were getting along as a group, and of the likes and dislikes they formed.

The volunteers were promised no special favors, no extra leave nor special commendation as a result of their participation. They were told they could drop out of the experiment at any time. None did.

Here's how the men passed their time while "buried alive":

At 0630, half the crew would have breakfast while the other half remained in bed — until tests were made of their respiration, blood, pulse

**INSIDE** the sealed submarine, crewmen assemble to receive hearing tests — just one of battery of technical examinations given the volunteers every day.







LETTER-WRITING and 'koffee klatches' fill off-duty hours (left). Volunteer undergoes 'hand-steadiness' test.

and blood pressure to note any changes that might have occurred during the night. The entire crew then underwent a series of performance tests.

Around 1130, the physiological examiners would go ashore while the crew knocked off for lunch. At 1400 the psychological tests would begin, continuing until about 1630. Then it was time to wash up for evening mess. The rest of the day — except for security watches — the crew had to themselves.

Each night, however, a couple of sailors wore special head gear consisting of electro-encephalograph equipment (to study brainwaves while they slept. Their heads were rigged up in a bonnet more complicated than a beauty-parlor hair-dryer.

Naturally, recreational facilities are limited in the close confines of a sub. No fielding football teams here. Thus exercise was limited chiefly to calisthenics, which served a double purpose — providing physical exercise while serving in conjunction with tests to record pulse and respiration.

Letter writing, reading, watching

television or movies and listening to the radio proved popular pastimes. Some sailors played card and other games.

The men were given excellent food while on board the sub. During the last few weeks of the experiment, they developed an unusual — and unexplained craving for cottage cheese. To satisfy their appetites, as much as 30 pounds of cheese was provided in one week.

Chief purpose of the test was to determine the exact percentage of carbon dioxide in the air men can stand for long periods of time.

Navy medical men now have the answer — but they're not telling, for reasons of national security.

While the men were getting doses of carbon dioxide, white rats and guinea pigs were kept aboard as an additional safeguard, to determine any adverse condition which might be developing on board.

"Operation Hideout" also proved that man is adaptable to almost any living conditions inside a future submarine. Sailors can live like moles, if they have to, without benefit of

sunlight; sleep in electrical headgear; undergo a hundred mental and physical exams every day; and still retain a philosophical feeling for science as well as their sense of humor.

*Haddock's* special crew was a varied one. Two men were Korean veterans. One had served a hitch in the Air Force and has seen wartime service with the Merchant Marine before enlisting in the Navy. Only two were qualified submarine men — most of the volunteers were submarine school graduates, awaiting first assignments to sea duty. A few were surface sailors. The officer volunteer is a Navy doctor.

A gray sky and cold rain greeted the crewmen as they climbed out of the submarine's after battery hatch, tired and happy to have the trial over. Most were glad they'd taken part in the experiment but few expressed a desire to "do it over again."

After 10 days' rest, the volunteers were scheduled to undergo extensive tests to insure that their exposure to carbon dioxide has not harmed them. Then they will resume their normal duty assignments, ashore and afloat.

'RISE AND SHINE' grin brightens face of 'Hideout' volunteer, awaiting his turn to go through the test mill.



# Are You Making the Most Out of Liberty?

**A**RE you getting the most out of your liberties in foreign ports? Maybe you are. Maybe you're enjoying some interesting and satisfying experiences that will last a lifetime — experiences that you'll be remembering for years to come.

But maybe you sometimes find yourself at a social dead-end in a faraway port, not getting and further than the main drag, not meeting people, nor doing much besides catching a cooling beverage and looking in shop windows. If so, read on — this is for you.

One helpful hint on how to get the most out of liberty is to find out a little about the place you're going to before your ship actually arrives. As soon as you know where your ship is going, you can start reading about the history and background of the country in books that are usually available in your ship's library. Your ship's newspaper may run a feature story about the next port of call and give some interesting dope. Once you get there, the ship's plan of the day should have something to say about liberty — boat schedules, port

regulations, scheduled sightseeing tours, native customs and currency exchange.

Let's take a look at the "liberty menu" for the average foreign port of call.

• **See the sights** — Naturally, this is the first project you think of when visiting a foreign country for the first time. For example, say your ship is on duty with the Sixth Fleet in the Mediterranean Sea. In this wide area there are many liberty landings ranging from Gibraltar to the Biblical lands. You can get a tourist's-eye view of "the glory that was Greece and the grandeur that was Rome," visiting historical places you might otherwise never see. There's Spain, France, Italy, Sicily, Turkey, Lebanon, Algeria, Libya, Trieste Morocco and many others. All beckon to the sailor with Med duty.

• **Shutterbug's paradise** — If you are a camera enthusiast, rare opportunities are offered to make a permanent record of your liberty visits. Some ships organize "camera parties" so that members can swap prints. Others hold photo contests for best shots. You'll be surprised how your unusual color-shots and black-and-whites can thrill the folks back home. Movies, of course, are swell too if you can afford it.

• **Athletics** — If your ship's stay is long enough, there will be time, too, for sports. If there is a U.S. Naval activity at the port, the men there may challenge your ship to a game almost before you drop your hook. Or, your ship can arrange games with other ships or an exhibition game with a local team.

Athletics on the beach are by no means limited to the national games of baseball and basketball, though, for example, there's soccer or the local sport of "tossing the caber" if you're in Ireland or Scotland. "Caber" is a Gaelic game that tests a man's strength in tossing a long pole. If your ship is, say, in Formosa, you might do as one ship recently did with a pick-up team of boxers. They fought units of the Chinese Nationalist armed forces.

• **Souvenir hunting and shopping** — What sailor doesn't seek out some unusual gifts to send back home to mother or dad, the wife or sweetheart? From Capri to Gibraltar, Lon-

**LIBERTY CALL**—This quartet of sailors shown leaving USS Salem (CA 139) looks forward to good liberty on weekend tour of Kingston, Jamaica.





don to Rome, Pearl Harbor to Tokyo, in sidewalk shops and bazaars, in old established stores with "knee-deep" carpeting and in tiny hole-in-the-walls, you'll be offered an array of souvenirs.

For example, along Tokyo's main drag, the "Ginza," open stalls offer an endless selection — robes, obis, jackets, pajamas, all gaily embroidered in gold, silver and bright colors, cameras, fishing tackle, toys and art work and other unique Japanese handicraft items.

On the opposite side of the globe if you're on liberty in, say, Marseilles, France, you can remember the girl friend with some of the exotic perfume for which Southern France is renowned. Or, if you're in Bizerte, Tunisia, you might want to give top priority to driving a bargain for hand-woven tapestry carpets or cashmere shawls.

How much to buy, what you cannot buy and how to get your souvenirs home, depend on U.S. custom regulations — and your wallet. The ship's plan of the day will keep you posted on the custom regs.

- **Go to church** — The port you're visiting or a nearby city may be the location of one of the great cathedral wonders of the world, for example, St. Mark's in Venice, St. Paul's in Rome, Westminster Abbey in London, the great cathedral group in Pisa. Get into a "church party" — they're often organized by the chaplain. Here again your ship's plan of the day will help by giving boat schedules for church parties.

- **Meet the people** — People of foreign lands are interesting. If you don't think so, try getting to know them. See them in their daily life, learn something of their customs and manners, pick up some of the language. Making friends with them may lead to further introduction to life abroad — invitations to parties, sports, dances and conducted sightseeing trips.

You will find that each foreign port offers a rich new experience in meeting people and will add to your travel education and knowledge of how other people live, work and play.

- **Movies and theaters** — If you have any trouble understanding the language of the country, one quick way to pick it up is to attend the local theaters and movies. Almost every port offers some form of theatrical entertainment — opera, ballet,



LAUGHING BUDDHA attracts group of sailors visiting Hong Kong. Below: Two white hats study timetable at railroad station in North Africa.



TRANSPORTATION poses no problem for these crewmen from USS English (DD 696) as they start out on a sightseeing tour of Sasebo, Japan.





PRETTY 'guide' shows sailors from USS *Currituck* (AV 7) El Morro Castle, P.R. (left). Beach party was fun in Jamaica.

drama or carnival. Very often you can see American movies with foreign subtitles or dubbed-in dialogue. Most countries produce their own movies and turn out many fine productions.

- **Native foods** — If you want a new experience in food, try the menus of the local restaurants or cafes. The local U.S. naval activity or shore patrol will steer you to the eateries most often patronized by Americans. Be sure before you eat, however, that the place you choose is sanitary.

- **Visit foreign ships** — Another travel tip: Why not go on board one of the warships of the country you're visiting? You and a couple of your shipmates might enjoy such a busman's holiday. Sailors of other navies

are interested in what you do too. And, believe it or not, you'll find you can learn a lot from allied navymen. For example, take a bearing on the marlinspike seamanship of the British, the verve and dash of a Colombian or other South American man-of-warriors, the similarity between your ship and a Canadian vessel, the courtesy and devotion to duty apparent on a Korean ship, and so on.

- **Learn the money system** — Every foreign country you visit has its own currency system and a rate of exchange for the American dollar. Before you hit the beach you'll be wise to get the low-down on the money system you'll face. Your ship's disbursing officer has that information

and may issue a bulletin to guide you in understanding purchase values. He may also arrange to exchange your dollars for the local currency. A lack of understanding of money values can put you on the short-end of a souvenir "bargain."

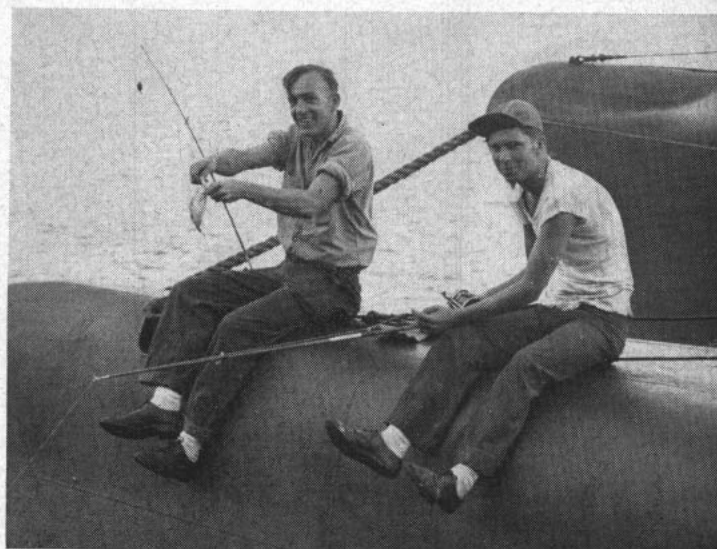
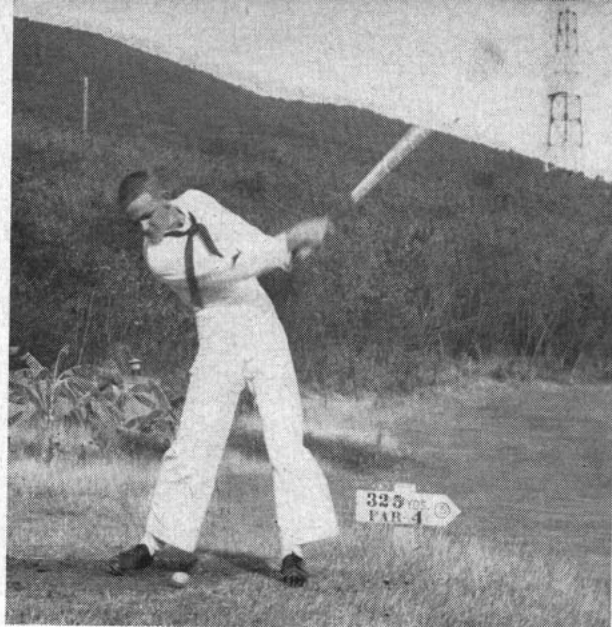
A well-thought-out liberty will bring pleasant memories. The pictures you take, the people you see and the friends you make will never be forgotten.

Every time your ship hits a new port remember that you're getting an opportunity to enjoy two things that a lot of people pay hundreds of dollars for — a *vacation* and an *education* — without any extra cost to you. — Harvey H. Mitchell JO1, USN.

RIO DE JANEIRO gets once over from Sugar Loaf Mountain (left). Sailors visit temple on Acropolis, Athens.







Work + Ingenuity =

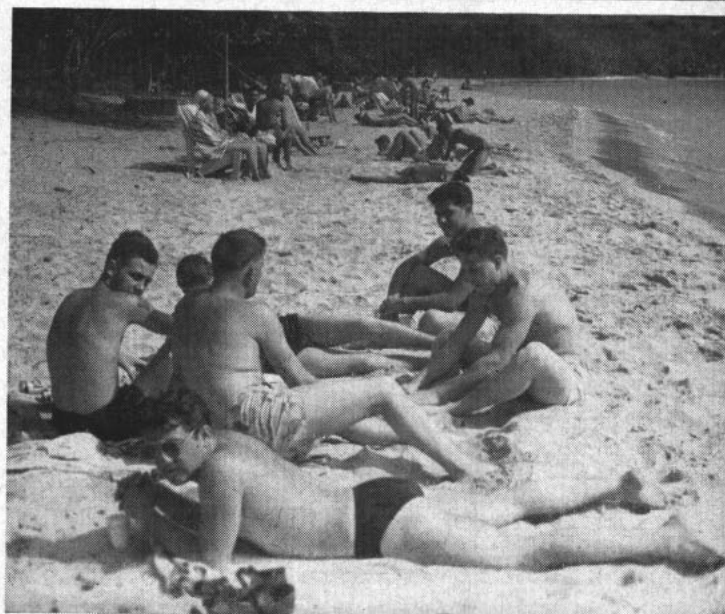
## A Sample of Good Liberty

**A** LITTLE ingenuity and lots of hard work enabled Navy men on 'Operation Springboard' to have a well-rounded recreation program in the Caribbean area.

When USS Orion (AS 18) arrived in the Virgin Islands to set up an advance base for operations there, arrangements were made to take over — temporarily — unused facilities which were leased to the Islands as surplus war property in 1947.

Applying paint, polish, ax and shovel, the men soon had tennis courts, skeet and archery range, softball, an officers' and an EM club, and other off-duty recreation activities.

*Upper left:* It's a near miss as sailor swings at ball on nine-hole course. *Upper right:* Two Navy men have a big time with a small catch in Caribbean waters. *Right center:* Beach provided lots of relaxation and good swimming. *Lower right:* LCPL, furnished by Orion, was used for deepsea fishing jaunts. *Lower left:* Conga line attracts sailors at special EM dance.





TWO NROTC MIDSHIPMEN learn workings of engineroom while on cruise on board USS *Charles E. Brannon* (DE 446).

## NROTC: A Navy Career Opportunity

**M**ORE than a quarter of a century ago the Navy set up a program known as the NROTC. The original purpose of this Naval Reserve Officer Training Corps was to supplement other sources of officer training in the Navy, and to provide a force of qualified personnel ready for service should a national emergency suddenly require an expansion of our forces afloat.

The important part played by NROTC officers in the Navy during World War II showed how valuable were the dividends of this training program started in 1926. In a short time the small nucleus of officers in the Regular Navy establishment had to be greatly increased, until at the peak of WWII it had expanded nearly one-hundred fold.

After World War II ended, in 1946, the mission of the NROTC program was greatly expanded, to include the training of prospective career officers for the Regular Navy as well as for the Naval Reserve. This latter program providing a vigorous

NROTC policy comes under the blueprint educational plan popularly known as the Holloway Plan, named for the head of the board recommending the plan, who is currently the Chief of Naval Personnel.

NROTC offers opportunities for eligible enlisted personnel on active duty, as well as inactive Reservists and civilian students planning on a college career, to further their education at one of the many top grade colleges or universities and combine it with a career in the Navy.

What role is the NROTC playing today? What does this program offer to the Navy and what does the Navy offer to the men who enter the service under the NROTC program? Here are some of the answers.

NROTC training is now being carried out in 52 educational institutions all over the country—east, west, north and south. The young men who enter these colleges represent a wide cross-section of American life, and from these are selected the candidates for the NROTC program, who

qualify by taking aptitude tests and meeting physical requirements. In addition, the ten per cent of active duty enlisted Navymen who are selected each year for the NROTC program (after a short refresher course at NTC Bainbridge) serve to broaden even further the field of officer candidates.

About 2,000 men are selected each year for the Navy-subsidized education, receiving retainer pay of \$50 a month during their four years of college, with their tuition, book and uniforms paid for as well.

NROTC today plays an important role in building up the officer strength of the Regular Navy as well as the Naval Reserve.

At the present time NROTC is—contrary to common belief—a major source of Regular Navy junior officers, augmenting the output of the Naval Academy.

As a potential Regular career officer, the newly commissioned ensign who goes aboard ship fresh from his NROTC training is scrutinized with



interest by both his fellow crew members and superiors alike. This careful scrutiny by juniors and seniors is important to the new officer taking his place in the fleet. First of all, it acts as a stimulant to his performance.

Every Navyman, remembering his own first days aboard ship, judges the new arrival with tolerance. But the junior officer realizes he is expected to learn quickly — otherwise he wouldn't be where he is now — blending his school training with the actual situations confronting him at sea.

Not only do ship's officers and crew have an interest in the development of the junior officers. His record is followed with interest also by the Bureau of Naval Personnel. There's a very good reason for this — he may be one of the number of highly qualified men accepted for a career in the Regular Navy.

This opportunity for consideration as a Regular career officer is part of the three-fold program of the NROTC. This is how it works:

- Through the annual input into the fleet of NROTC graduates of varied educational background in top-notch colleges and universities, the Navy's continuing need for a large number of junior officers on active duty is partially met. These men supplement the officers coming out of the Naval Academy, the Officer Candidate School (OCS) and the Reserve Officers Corps (ROC), and the commissioning of outstanding enlisted personnel.

- After a period of active service

with the fleet following completion of college training (two years' active duty for contract students and three years' duty for Regular NROTC graduates) a large number of these officers return to civilian life and duty with the Ready Reserves. This is a second task of the NROTC program, to help build a revitalized Reserve organization, providing a steady flow of young officers with education, training and a valuable background of active service in the Fleet.

- The third and vital task of the NROTC program is to supplement the input of a strong professional corps derived from the Naval Academy. The senior officers of the fleet have followed with great interest over the past 27 years the excellent record of the NROTC graduates who have chosen and were selected for the Regular Navy.

Oldtime graduates of the NROTC are now serving in many different fields, as senior commanders, administrators and policy makers, completely integrated with the USNA graduates.

The NROTC graduate selected for retention in the Regular Navy will have equal career opportunities with other Regular Navy officers. Assignments and normal rotation of duties, short courses of instruction and post-graduate courses of instruction, submarine and flight training, staff and specialist designation — all are available to the career officer irrespective of the source from which he was commissioned.

Now more than ever before, a wide selection of professional fields is open to the young officer applying and selected for a career in the Regular Navy. As his career develops, he may follow the original course of study of his undergraduate days, or he may branch out into new fields. Here are a few rotated shore assignments pointing up the diversity of the positions in addition to sea-going assignments filled by naval officers today: aeronautical engineering, electronics research, nuclear propulsion, business administration, industrial management, education positions, public relations, foreign military missions, legislation and congressional liaison, personnel administration.

This is the NROTC today, after more than a quarter of a century of training naval officers. It has played a big part in building up the personnel strength of the Naval Reserve, and the Regular Navy, and in offering an education-plus-career to above-average enlisted personnel and civilians.

Information on the current training of enlisted Navy men and Marines competing for naval scholarships under the NROTC program, is covered elsewhere in this issue. Last year's program was covered in a BuPers-Mar-Corps Joint Ltr (NDB, 30 June 1952). The current directive outlining the procedure whereby NROTC graduate officers may apply for retention is BuPers Inst. 1611.1 of 31 July 1952, and for contract graduates the directive is BuPers Inst. 1120.-12A of 13 Feb 1953.

MIDSHIPMAN at left takes sight on pelorus while other middies check binoculars and signal light on board BB.



# SERVICESCOPE

Brief news items about other branches of the armed services.

★ ★ ★

COMPARATIVE GRADES of all enlisted personnel of the three major armed forces are listed here for Navymen who may not have noticed a couple of recent changes in the Army and Air Force.

Pay Grades E-1 and E-2 in the Army, now both listed as "Private," formerly were called "Recruit" and "Private" respectively. Pay Grades E-1, E-2, E-3 and E-4 in the Air Force, formerly called "Private," "Private First Class," "Corporal" and "Sergeant" respectively, are now renamed as shown below.

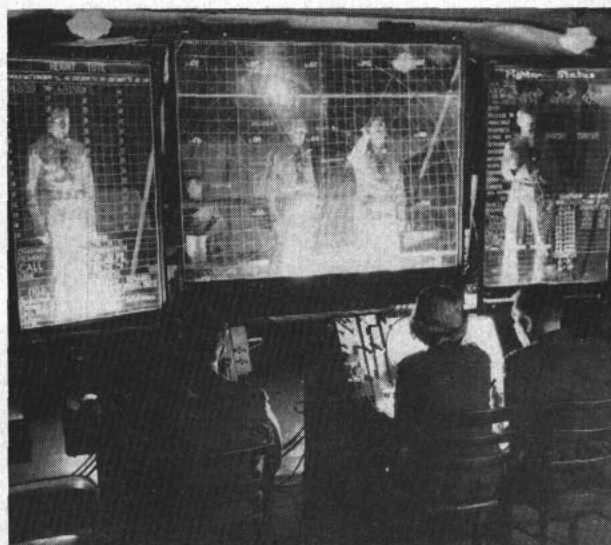
Here is the run-down on current pay grade designations:

Pay Grade	Army	Navy	Air Force
E-1	Private	Seaman Recruit	Basic Airman
E-2	Private	Seaman Apprentice	Airman third class
E-3	Private first class	Seaman (or Fireman, Airman, Stewardsman, Hospitalman, Dentalman)	Airman second class
E-4	Corporal	Petty officer third class	Airman first class
E-5	Sergeant	Petty officer second class	Staff sergeant
E-6	Sergeant first class	Petty officer first class	Technical sergeant
E-7	First Sergeant or Master Sergeant	Chief petty officer	Master sergeant

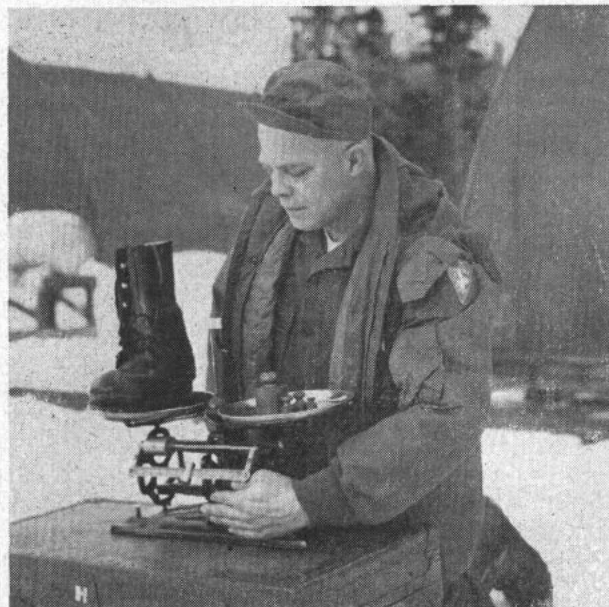
★ ★ ★

A MOUNTAIN AND COLD WEATHER COURSE has been set up by the Army at Camp Carson, Colo., to train instructors, both enlisted men and officers (to the grade of captain), for overseas commands.

The seven-week course stresses mountain or cold weather training and applicable elementary tactical principles, depending upon the season of the year. Subjects taught include instructor training, leadership, mountain climbing techniques, use of skis and snow-shoes, evacuation of casualties over snow and difficult terrain, loading and handling pack animals, use of arctic tents and stoves, improvised shelters, and small unit supply using helicopters, light aircraft and oversnow vehicles.



USAF personnel learn to plot 'enemy' plane positions, direct 'friendly' aircraft at Aircraft Controller School.



'THERMO-DRY' boot is weighed after water immersion during tests of Army equipment at Mt. Washington, N.H.

A NEW FIELD UNIFORM is being tested by the U.S. Air Force in the Far East which may some day replace the present fatigue uniform.

More than 5000 of the new uniforms have been issued to airmen in the Far East and are being tested in Korea for suitability under various weather and working conditions.

The new uniform is light green in color and is composed of five pieces—shirt, trousers, jacket and summer and winter hats. The uniform can be worn over the regular uniform in winter, or by itself in the summer.

Airmen who have been issued the new uniform are answering questionnaires which will help the Air Force and manufacturer to determine what adjustments or changes should be made.

One improvement that has already been suggested is a detachable lining in the jacket. The present lining material must be dry-cleaned and a removable lining would permit men in the field to wash the outer shell without damaging the lining.

The new uniform features pleated trousers, more pocket space and a "tuck-a-way" hood which folds into the jacket collar when not in use.

If accepted by the Air Force the new outfit would probably become standard issue when the supply of the old-style uniform runs out.

★ ★ ★

AN AMBULANCE JEEP, to be used for moving wounded servicemen from the battle field, has been developed by the Army Ordnance Corps.

The new front line ambulance, also known as the "cross-country ambulance," will be used on rough terrain and is designed to improve on the present evacuation of wounded men by the regular jeep.

The wheel base of the new ambulance has been in-



creased from the normal 81 inches to 100 inches. This gives the vehicle a longer body, improves the riding qualities and provides ample space for litters. The entire vehicle is enclosed and has a forced air heater providing complete weather protection.

The ample room provided in this new ambulance allows the medical attendant who accompanies the patients to move about and administer any medical care that may be needed en route. The ambulance jeep can accommodate three litter patients, or two litter patients and as many as four ambulatory patients. However, the ideal load is two litter patients and one or two ambulatory cases.

Another advantage of the new ambulance is that there will be no noticeable maintenance problems since the parts used in its manufacture are 96 per cent interchangeable with other standard jeeps used by the military.

\* \* \*

AN AGENCY HAS BEEN set up to coordinate the military use of land transportation and related facilities during declared emergencies. Known as the Joint Land Transportation Agency, it operates with the Army as executive agent. Three Army, Navy and Air Force officers plus a civilian and military planning organization from the JLTA which is headed by an Army colonel.

The agency's functions are subject to the priorities and policies set up by the Joint Military Transportation Committee, the Munitions Board and the Military Traffic Service. The JLTA is charged with planning and coordinating the employment of common-use military land transportation, the military use of commercial land transportation and the movement of military traffic over land both to and through aerial ports and seaports. The agency also develops plans to avoid congestion of highways, railroads, pipe lines, terminals and inland channels and other waterways during national transportation emergencies.

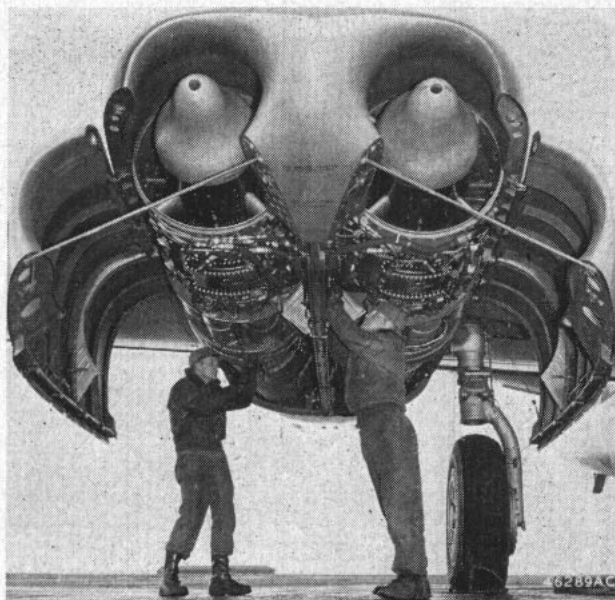
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UPPER AIR RESEARCH at altitudes between 50,000 and 100,000 feet will use fruit flies to obtain data on the effects of cosmic radiation in experiments being conducted by the Air Force's Research and Development Command.

The experimental project seeks data on the state of winds, temperatures, atmospheric pressures, turbulence and types of cloud formations at these very high altitudes. Controlled balloons launched from West Coast sites carry, in addition to their recording instruments, pressurized test tubes containing harmless fruit flies, similar to those sometimes seen on bananas.

Previous high-altitude research flights have enabled man to measure the quantity of cosmic radiation at various high altitudes. It is expected that this series of experiments will aid in dispelling fears of possible after-effects from radiation on pilots of present-day and future high-altitude aircraft.

The research balloons, 45 to 110 feet in diameter, have been sent aloft by the Air Force since June 1951. They are tracked by ground direction-finding stations throughout their flights. When the balloons descend to 30,000 feet they are automatically destroyed and the recording equipment is parachuted to the ground for recovery.



**NOT A BUG-EYED MONSTER**—Airmen connect oil lines on 'monstrous' jet engine for Air Force B-45 bomber.

A NEW MALARIA CURE in the form of "daraprim," a drug which has given indications of being the most effective agent ever used in the treatment of malaria, is now undergoing tests by Army researchers.

Army physicians now use two drugs in fighting malaria. Chloroquine, a suppressant, must be given in weekly doses or malaria will show up in men attacked by the relapsing form of the disease. A second drug, primaquine, is given to prevent relapses. Daraprim, however, gives indication of both suppressing and curing malaria, the Army says.

Prisoners at a federal penitentiary, who volunteered for experiments with daraprim, showed no signs of malaria after being infected a year earlier by malaria-carrying mosquitoes.



**ROK ARMY MEN** are trained by U.S. Army in Korea. Many ROK officers have been given training in States.

# LETTERS TO THE EDITOR

## Time in Rate for Advancement

**SIR:** Here's the case of a Naval Reservist who had five years, four months and 25 days continuous service in the Regular Navy when he was discharged 4 Aug 1950 as a PO2. He reenlisted in the Naval Reserve on 4 Jan 1952 as PO2 and was put in an inactive non-drill status. He was ordered to active duty on 16 July 1952 as a PO2.

BuPers Circ. Ltr. 12-50 (NDB, January-June 1950), concerning service requirements, para 3(a)(2), states that prior time with broken service does not count. BuPers Circ. Ltr. 149-50 (Note 1) (NDB, July-December 1950), gives the same requirement of counting only continuous service, stating that all other previous service counts for multiple computation purposes only.

Does this mean that the man will not be eligible to go up for PO1 until 36 months after his date of return to active duty, to meet the requirement of 12 months in rate and 36 months total active service to go up for first class in your rating. —L.J.C., YN1, USN.

• The above circular letters have been cancelled. BuPers Inst. 1414.2, which succeeds them, states that the following service may be counted in computing service for eligibility for advancement in rating:

Service in pay grade: 1. All active service performed in present or higher pay grade under continuous service conditions. 2. One-half of inactive service as a member of a drilling organization performed in present or higher pay grade under continuous service conditions. (An exception is noted here stating that service prior to reduction for disciplinary reasons cannot be counted).

Total Active Service: 1. All active service whether or not under continuous service conditions. 2. One-half of inactive service as a member of a drilling organization whether or not under continuous service conditions.

BuPers Inst. 1430.7 adds that the computation of service in pay grade and total active service for final multiple purposes will be the same as the above, with the following exceptions: 1. Continuous service is not required in any case, therefore broken service may be counted. 2. Service prior to reduction in rating may also be counted.

In the example you present, the PO2 did not maintain continuous service. Therefore, the five years, four months and 25 days may be counted for the total active service requirement for eligibility but none of it may be counted for the service-in-pay-grade requirement. For

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington 25, D. C.

the final multiple, however, this service may be counted both for service in pay grade and total active service. It appears that the PO2 would be eligible, in so far as service requirements are concerned, for advancement to PO1 upon completion of 12 months' service since the date he was ordered to active duty.—Ed.

## Radiophoto Training Plans

**SIR:** Does the Navy offer any courses of training in the operation of Radiophoto Facsimile equipment? Such a course is not listed in the Catalog of U.S. Navy Training Activities and Courses (NavPers 91769) nor in the List of Navy Schools and Courses (NavPers 15795).—J.F.S., RM1, USN.

• There are no separate or special courses of instruction for the operation of radiophoto facsimile equipment available at this time. The Navy plans to include instruction in the operation of this equipment in both the Radioman and Teleman Class "A" schools at Bainbridge, Md., and San Diego, Calif., and in the Radioman Class "A", schools at Norfolk, Va. It cannot be determined at this time when the courses will be available.—Ed.

## Holding Captain's Mast

**SIR:** How soon after a guy is put on report do they have to hold mast?—J.C.B., JOSN, USN.

• U.S. Navy Regulations doesn't specify any particular period of time in which a man should be brought to mast following his being placed on report. However, Article 1402 of U.S. Navy Regulations, 1948 does say: "When the commanding officer or officer in charge receives notice of an offense alleged to have been committed by any subordinate, he shall have the matter investigated promptly and shall take action in accordance with the provisions of the Manual for Courts-Martial, United States, or in accordance with departmental policy, as appropriate under the prevailing circumstances." From this Article one draws the conclusion that undue delay should be avoided.—Ed.

## Obligations After Discharge

**SIR:** I am a Reservist called up to active duty 6 August 1952. I had previously served in the active Naval Reserve since 18 September 1948. If I am discharged as expected on 20 June 1953 will I be subject to the draft? Will I be obligated to serve in the Reserve? F.R., RD2, USNR.

• Upon your discharge you will not become liable for induction by Selective Service since you will be placed in Selective Service Classification Category 1-C (discharge) in which category you will remain until your 26th birthday after which you will be placed in Classification 5-A. Selective Service is at present only inducting those persons classified 1-A. You will have no Reserve obligation upon your discharge inasmuch as you enlisted in the Naval Reserve prior to 19 June 1951.

However, it would be to your advantage to consider the benefits you would receive if you remained a Naval Reservist. There are the regular promotions, drill pay, two weeks training duty a year and pay when you retire to mention a few. Think it over.—Ed.

## Rating Procedures in USN Transfers

**SIR:** My question concerns Naval Reserve personnel who enlist or reenlist in the Regular Navy after qualifying by a substantiating service-wide competitive examination in present pay grade. In which of the following ways should they be enlisted or reenlisted in USN?

A. A DTG1, USNR, V6, competes for DT1, USN, and qualifies for transfer to USN. He is then discharged as DTG1 and enlisted or reenlisted as DT2 and immediately advanced to DT1(T).

B. A DTG1, USNR, V6 competes for DT1 and qualifies for USN. He is then discharged as a DTG1 and enlisted or reenlisted as DT1.—R.D., PN1, USN.

• Example A would be correct if the individual was serving in a temporary rate at time of discharge.

Example B would be correct if the individual was serving in a permanent rate at time of discharge.

Discharges and reenlistments of USNR personnel enlisting or reenlisting in USN are effected in accordance with paragraph 4, BuPers Circ. Ltr. 181-50 (NDB, July-December 1950); that is to say, personnel serving in temporary rates who reenlist under continuous service conditions, shall be discharged in their temporary rates, reenlisted in their permanent rates, and advanced immediately to their temporary rates.—Ed.



## Can SN in SS Strike for AC?

SIR: I was under the impression that a non-rated man could strike for any rating in the Navy. But I was recently informed that I couldn't be designated as a draftsman striker. The reason given was that my ship doesn't have an allowance for draftsmen. I'd appreciate any information you could give me on this subject.—C.L.D., SN, USN.

• A man may not be given a striker identification for a rating not in the allowance or complement of his ship or station. Seamen serving in submarines, for example, may not strike for an aviation rating.

Striker identifications are assigned to men by their commanding officer. Only those men in Pay Grade Three who have been utilized or trained in the duties of a rating may be given that striker identification. For example: an SN who has just reported to the radio shack for training and duty may be called "radio-man striker" by his shipmates, but he must know the first steps of radio shack procedure and must have been assigned the appropriate rate symbol (RMSN in this case) before he can be carried as a full fledged striker.—Ed.

## Active Duty for OCS Graduates

SIR: I have two questions regarding Reserve officers which I hope you can answer for me.

(1) Does time in Officer Candidate School count as active commissioned service in determining date of release from active duty of those officers who entered OCS from civilian life, such as those mentioned in category "K" of BuPers Circ. Ltr. 62-52?

(2) Are any changes in this letter anticipated in regard to the release of Reserve officers under the Armed Forces Act of 1953? R.F.D., PN3, USN.

• (1) No. The Reserve officers referred to in category (k) under paragraph three of BuPers Ctr. Ltr. 62-52 are those officers commissioned from Officer Candidate School who entered OCS from civilian sources regardless of their veteran status or age and USNR enlisted personnel who were on inactive duty before entering OCS. According to the directive they will be released after 36 months' active commissioned service. Commissioned service is computed from the date they accepted their appointment.

(2) There are no significant changes contemplated to instructions presently contained in Ctr. Ltr. 62-52 in so far as the release of Reserve officers is concerned.—Ed.

## Per Diem on TAD

SIR: My shipmate and I were both on Temporary Additional Duty and upon return to our ship we learned that we had been authorized to travel at our own expense. We collected five cents a mile

for travel expense but received no per diem. The question we raise is: Are we allowed per diem for each day we traveled at our own expense back to our duty station?—T.R.S., YN3, USN.

• Since you received payment of a monetary allowance in lieu of your transportation expenses, you may, if you so desire, submit a supplemental claim for payment of a per diem allowance to cover your subsistence expenses. Under the instructions contained in paragraphs 4203 and 4204, Joint Travel Regulations, members performing Temporary Additional Duty travel are entitled to payment of a monetary allowance of five cents per mile to cover transportation expenses and a per diem allowance of \$9.00 to cover subsistence expenses. However, when travel is performed at own expense, the total amount of per diem payable may not exceed that payable for travel by common carrier over the official route.—Ed.

## Wave Officers Overseas

SIR: How does a Wave officer go about applying for overseas duty and what generally are the requirements for such duty?—M.V.N., ENS, USNR.

• All naval officers, men and women, have the privilege of requesting a particular duty or location or change of duty or location. The request should be addressed to the Chief of Naval Personnel via the chain of command. Preferences for next duty are also stated on the 1 August Data Card which is submitted on 1 August of each year and when significant changes occur.

Women officers are presently stationed in Japan, Hawaii, Alaska, Puerto Rico, England, France, Norway, Germany and Italy. All junior officers who have been assigned to duty outside the continental limits of the U.S. have had at least two entirely different types of duty before being so assigned.—Ed.

## Instructor Waiting List

SIR: I have two questions on the Bureau's Instructor Waiting List: (1) is there any way of telling how long it will take for orders to instructor duty to come through? (2) will orders to this duty have any effect on selection for LDO or WO?—H.L.H. FT1, USN.

• (1) It is not possible to estimate with any degree of accuracy the date when a man may expect his orders to instructor duty. Relative standing on the waiting list is determined by the amount of sea duty served during his current sea tour. While it is possible to determine a man's current position on the list, his relative position is constantly subject to change. Reason: requests received from eligible men having more sea service to their credit go higher on the list.

(2) Orders to instructor duty will have no bearing at all on future selection as an officer.—Ed.

## Gibraltar's Apes

SIR: Aren't you getting a little mixed up in your "Taffrail Talk" on the Gibraltar apes in the January issue of ALL HANDS (p. 64)? Your article said that the British have considered a healthy ape population on "The Rock" a good sign ever since the animals "warned" the British by their screeching at the approach of the Spanish Fleet in 1704.

I believe the legend is that if the apes ever leave the Rock, the British would lose Gibraltar, hence our care for their well-being. Perhaps you are thinking instead of the "Capitol Geese."—L. E. Porter, Captain, Royal Navy.

• Both ideas are part of the legend of the Gibraltar apes.

The British gave the apes official protection in 1856, adding them to the garrison "strength," giving them food rations and placing them under the care of a "Keeper of the Apes"—in "payment" for their warning.

One legend says they screeched when the Spanish Fleet appeared.

Another holds that it was a Barbary ape, rummaging for food in the camp, who knocked over a pot of beans and awakened a British sentry.

Still another says that one of the apes gave the warning by holding his ear to a drum. It seems the Spanish were attempting to undermine the Rock and the ape heard the tunneling through the drum.

Take your pick. As you note, however, there is also a prophecy that "If the apes go, the British go too." At present the ape population is over-strength.

As for the "Capitol Geese," that's a bird of another color. The yarn as we hear it is that in 390 B.C., the Gauls invaded Italy and sacked and burned a large part of Rome, failing however to capture the Capitol. A party of Gauls attempted to seize it by sneaking up Capitol Hill while the Roman guards slept. They roused the geese who roused the garrison, the invaders were repelled and the Capitol saved.—Ed.



**'Copters Have Plank Owners**

SIR: Here's another certificate for ALL HAND's collection. The unusual assortment of "Salty Symbols of Seasoned Sailors," illustrated in the November 1952 issue prompts us to send you this certificate of *Rotor Owner's* of Helicopter Anti-Submarine Squadron Three, NAF, Elizabeth City, N.C. Since 'copters do not have planks, all personnel who were assigned to this squadron when commissioned 18 Jun 1952, have received a copy of the Rotor Owner's certificate.

Originators of the idea were Lieutenant Commander E. C. Harris, Jr., USN, and R. P. Welch, PH3, USN.—F.H. Mc., CDR, USN.

• We are glad to receive the *Rotor Owner's Certificate* and hereby add it to the collection.—ED.



**ROTOR OWNER'S Certificate 'authorizes' unencumbered 'title' to one blade.**

**Brownson Is a Mossback Too**

SIR: Concerning your article, "Shellbacks Become Mossbacks On Cape Voyage," ALL HANDS, October 1952, I disagree with you on the point that *uss Oriskany* (CV 34), *uss William C. Lawe* (DD 763) and *uss Power* (DD 839), were the first three ships to round the Horn since 1947, unless you mean a certain time in 1947. I served on *uss Brownson* (DD 868) from '46 to '48 and we made a cruise to the South Pole in "Operation Highjump," December 1946 to 13 Apr 1947, and while down there as a part of rear echelon, CTF 68.3 with *Brownson*, *uss Pine Island* (AV 12) and *uss Canisteo* (AO 99), rounded Cape Horn en route to Palmer Peninsula from Peter First Island area. We started around 17 Feb 1947 and arrived at destination 22 February.

No discredit to the other ships' voyage is intended, as I know from experience that such a trip is to be well remembered. I look back with a feeling of awe to be able to come through that area and still float, especially in something like a tin can. All hands of *Brownson* know she is a good ship and one not to take a back seat.—J.W.S., GM2, USN.

• *Brownson* did round the Horn, doing it in interrupted stages. *Brownson's* destination was below the Antarctic

Circle. After her stay there, she eventually completed the circuit of the Cape (Cabo de Hornos).

*uss Sea Robin* (SS 407) was the first submarine to accomplish this difficult navigational feat in June 1947. Three submarines, *uss Conger* (SS 477), *uss Cutlass* (SS 478) and *uss Diablo* (SS 479) completed the Cape Horn trip in September 1947.

We agree. The experience of the Mossbacks is one worth remembering.—Ed.

**Rotation of Corpsmen with FMF**

SIR: (1) I am a corpsman assigned to the 1st Marine Division in Korea. Is duty with FMF considered sea duty? It is my understanding that after a period of 21 months, I can submit a request to BuPers requesting Naval shore duty.

(2) Recently I heard that unless I had more than two years of service left to do, I would not be able to get out of FMF. Will I be able to get back with the Navy when my tour of sea duty is up?—Z.K.S. HM3, USN.

• (1) Duty with any unit of the Fleet Marine Force is considered sea duty for purposes of rotation. The procedure for submitting a request for shore duty is outlined in BuPers Inst. 1306.20. In paragraphs 8b and 10g of this instruction, you will find that the required obligated service of 3 years is needed to be eligible for a normal tour of shore duty.

(2) If a hospital corpsman serving with an FMF unit desires duty in a ship or other naval unit, he should request a change of duty by complying with current instructions. In your case, a request should be submitted to Commander Service Force, Pacific Fleet, via official channels.—Ed.

**Does Navy Still Train APs?**

SIR: What are the requirements for appointment to AP School? Are the physical standards very high?—H. W. AN, USN.

• There is no AP school in the Navy at this time. There are still some APs (Aviation Pilots)—a term denoting enlisted pilots—on active duty but no more APs are being designated. Enlisted personnel desiring to become naval aviators must now go through the Naval Aviation Cadet (NavCad) program, upon successful completion of which they will be commissioned an ensign in the Naval Reserve. For the required qualifications, see BuPers MarCorps Joint letter NDB 52-164.

The physical standards are relatively high, with defective vision the most common disqualifying factor. More information on this program is contained in ALL HANDS of May 1952.—Ed.

**Issuing Foul Weather Gear**

SIR: I am serving on an oiler (TAO) and have a question to ask: Are engineers who stand at quarters every morning while in port and handle supplies in all kinds of weather eligible to draw foul weather gear during the winter months?—T.J.S., ENSN, USN.

• Special clothing is intended for use by naval personnel assigned to duties involving frequent or continued exposure to weather such that the standard articles of uniform are inadequate. The maximum permissible allowances are established in OpNav Instruction 101-25.1 (Restricted) and allowances are further modified by fleet commanders based on operational requirements. The normal maximum allowance for large auxiliary type vessels, such as your ship, is 35% of the latest approved personnel allowance or number on board. When serving in the Far East area a 75% allowance is authorized. Therefore, there is not enough special clothing for all hands on board your ship, and the available special clothing must be issued to personnel who require it for their normal assigned duties.

Some ships, however, have a limited amount of special clothing in the custody of the supply officer for temporary issue to personnel assigned to special duties such as working parties when the regular duties of such personnel do not warrant the issue of special clothing on a permanent custody basis.—Ed.

**VA Counseling on Education**

SIR: I want to go to school under the Korean G.I. Bill but I'm not quite sure what I want to study. Can I get counseling from the Veterans Administration that will help me to make up my mind? R. C. G., JO1, USN.

• Yes. At the time you apply for your educational benefits you may designate on your application blank that you want counseling from the VA. In a few days you will be called in for an appointment. However, the VA counselor isn't going to tell you what to study. Instead, he gives you a series of tests and interviews that enable you to understand your own interests, aptitudes, abilities and personality traits so that you are in a much better position to make up your own mind about what you should study and what your ultimate goal will be.—Ed.

**Recruit Training Is Shore Duty**

SIR: Does the time in Recruit Training count as sea duty for purposes of eligibility in requesting shore duty, when the recruit is transferred directly from training to sea duty?—J.F.L., YNSN, USN.

• Time spent during Recruit Training does not in any way count as sea duty for purposes of sea/shore rotation. For information on this subject see ALL HANDS, February 1953, p. 48.—Ed.



## HHE Shipment Upon Discharge

SIR: I reenlisted in the Regular Navy 1 Aug 1949 at Kansas City, Mo. My extended enlistment will be completed in April 1953.

Will the Navy ship my household goods at Government expense back to Kansas City?—A.C.P., DC1, USN.

• *Yes. Members of the Regular Navy and Naval Reserve, released to inactive duty or separated under honorable conditions, are entitled to shipment of household goods within prescribed weight limits from the last, or any previous permanent duty station (or place of storage in connection therewith), to the man's permanent home. For this purpose, the "home" is defined as the place currently recorded as the home of the member or the place at which the member is located, when commissioned, reinstated, appointed, reappointed, enlisted, inducted or ordered to active duty. Accordingly, you will be entitled to shipment of your household goods to Kansas City, your place of enlistment.*

Helpful hints on handling household goods for shipment were published in ALL HANDS, Dec 1952, p. 46-49.—Ed.

## Round-the-World Certificates?

SIR: Certificates have been awarded to sailors for certain crossings such as the "Neptunus Rex" certificate for crossing the Equator and the "Golden Dragon" for crossing the International Date Line. I made a Navy trip around the world in 1947-48 and would like to know if there are any certificates for such a world cruise? A.L.S., BM2, USN.

• *We have never heard of a certificate for going around the world. However, since none of these certificates is official it is entirely possible that some ships have printed their own awards for a world cruise. It is suggested that you contact either the commanding officer or chaplain of the ship in which you made your trip around the world.*—Ed.

## Warrant Officer Promotion

SIR: I have read BuPers Instruction 1412.6 dated 28 Oct 1952 and am still pretty much in the dark concerning information about promotion of warrant officers from W-2 to W-3 grade. Maybe you can shed some light on my problem.

I am an ex P.O.W. who accepted warrant dated 12 May 1947. It was signed by the Secretary of the Navy for the President and made retroactive to 15 March 1944, to establish my order of precedence. My appointment to Chief Warrant was dated 28 July 1947 by the Secretary of the Navy for the President and made retroactive to 1 September 1945, in order to establish my order of precedence.

All my appointments are temporary and were made under Public Law No. 639 of the 77th Congress. Will my date for promotion to W-3 be 1 September

## Moosehead That Went to Sea Had Radar 'Scent'

SIR: During the war I served in USS Moosehead. There are several people at this station who don't believe that such a ship ever existed. Would you print a few facts about her, such as when she went into commission, out of commission, etc.?—J. L. S., YN2, USN.

• *The old Moosehead certainly did exist! Here are a few facts to prove it. She was built as a four-stack destroyer at Quincy, Mass., and commissioned USS Turner (DD 259) in September 1919. Three years later she went out of commission as a result of post-World War I budget cutbacks. In 1936 she was converted to a self-propelled water barge and began operations in the San Diego, Calif., area as "YW-56."*

The Moosehead's colorful career got started in earnest in May 1943 when, after making a few passenger and cargo trips to San Clemente Island, Calif., she became a training ship. She was renamed USS Moosehead (IX 98). The latest radar and sonar equipment was installed along with a class room and berthing facilities for trainees.

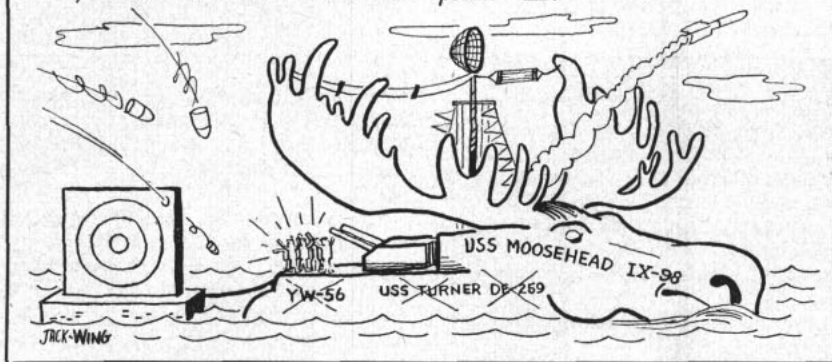
Although she continued to make her logistic runs to San Clemente Island perhaps she is best remembered as a CIC training ship. With her radar and CIC facilities she trained CIC teams

for most of the CVEs built with numbers from 56 to 123. The success of a lot of CVE carrier missions in the Pacific War can be credited to Moosehead-trained teams.

Later on in 1944 "The Moose" trained teams for APAs, APs, AKs, DEs, ADs, AVPs, AVs, PCEs and any other combatant type that carried radar. In the brief period of two and one half years, she steamed some 100,000 miles, carried 16,360 passengers to San Clemente Island, trained 1466 officers and 2813 enlisted men.

She also towed targets for all classes of ships and aircraft, was a "torpedo target" for DDs and torpedo planes, screened battle ships and carriers on shakedown cruises and served as the proving ground for experimental rockets, gun covers, seasick pills, motion pictures, radar gear and sonar tactics. She was constantly available for rescue missions and at one time rescued two crew members from a disabled blimp off the coast of California.

Her career came to a close in March 1946 when she was decommissioned. She was stricken from the Navy lists and ten months later was turned over to the Maritime Commission for disposal.—Ed.



1945 or 28 July 1947? If I revert to CPO at the end of 20 years' service and do 10 years in the inactive reserve, will I then be retired as a Chief Warrant Officer?—M.H.S., CHCARP, USN.

• *The Secretary of the Navy's Regulations provide that commissioned warrant officers after six years in grade may be advanced to pay grade W-3. Each year the Secretary of the Navy establishes a zone and those commissioned warrant officers within the zone are considered for advancement in pay grade by a board convened expressly for that purpose. Within such limitations of numbers and categories as may be prescribed, the board recommends for advancement those commissioned warrant officers who on review of their records are determined to be best qualified for advancement to the next higher pay grade.*

The board that convened on 15 April

1952 considered only those commissioned warrant officers with W-2 pay grade date of 30 June 1945 or prior thereto for advancement to pay grade W-3. The effective date for your advancement to pay grade W-2 was 28 July 1947. Under the provisions of BuPers Instruction 1412.6, you will fulfill the minimum requirements for consideration for assignment to pay grade W-3 on 28 July 1953.

This is the set-up in your case:

Your appointment to Chief Warrant Officer was made under Public Law 188 of the 77th Congress. This law provides for retirement of Prisoners of War in the highest rank held if promoted under this law. Therefore, you may apply for transfer to the Naval Fleet Reserve, remain inactive until the completion of 30 years' service unless the needs of the service necessitate your recall, and retire with rank of Chief Warrant Officer.—Ed.

News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying The Editor, All Hands Magazine, Room 1809, Bureau of Personnel, Navy Department, Washington 25, D. C., four or more months in advance.

• **uss Helena (CL 50)** — A reunion will be held in the Hotel Sheraton, Chicago, Ill., on 24, 25 and 26 July. Men interested should contact **uss Helena** Reunion Committee, 624 Morris Ave., Springfield, N. J.

• **uss Gleaves (DD 423)** — Second annual reunion will be held 17 Oct 1953 in Hotel Piccadilly, New York, N. Y. For further information, contact J. M. Rexroad, 117 Pocahontas St., Buckhannon, W. Va.

• **uss Massachusetts (BB 59)** — Former crew members will hold a reunion on 16 May 1953 in the Hotel Shelton, Boston, Mass. Contact John E. Shiels, YNC, USN, NAS Squantum, Mass., for particulars.

• **uss Yorktown (CV 10)** — Sixth annual reunion of former members of this ship will be held on 8, 9 and 10 May 1953 in the Hotel Belmont Plaza, New York, N. Y. For further information, contact Yorktown Association, Inc., c/o George Bernard, 60 East 42nd St., New York 17, N. Y.

• **Bombing Squadron Five, uss Yorktown (CV 5)** — A reunion in San

### Ship Reunions

Diego, Calif., is planned for 6 June 1953 for all personnel having served in the squadron at any time from date of commissioning to July 1942. Members not already contacted, please write to John W. Trott, 4512 Pescadero Ave., San Diego 7, Calif.

• **28th Naval Construction Battalion, USN** — The fifth annual reunion will be held 23 May 1953 in the Hotel New Yorker, New York, N. Y. Interested persons may contact Louis Koch, 719 Grand Ave., North Bergen, N. J.

• **52nd Naval Construction Battalion** — The sixth annual reunion will be held the first week end in August 1953, in Memphis, Tenn. For further information, contact Frank Garner, 1036 Brower St., Memphis, Tenn.

• **78th Naval Construction Battalion** — The second annual reunion will be held on 20 June 1953 in the Hotel New Yorker, New York, N. Y. All former members of this outfit, their families and friends are invited. For complete information, write to Keith E. Pilkenton, 193 Clinton Ave., Brooklyn 5, N. Y., or Edwin R. Bush, 60 Longview Ave., White Plains, N. Y.

• **Waves** — All Waves are invited to attend the 11th Annual National Wave Reunion to be held 31 July and 1 and 2 Aug 1953, at the Brown-Palace Hotel, Denver, Colo. For information, send

self-addressed stamped envelope to National Wave Reunion Committee of 1953, Inc., P. O. Box 622, Denver, Colo.

• **Navy No. 157, Palermo, Sicily** — The second reunion of all officers and enlisted men will be held over the week end of 27 June 1953 at the Hotel Penn-Harris, Harrisburg, Pa. For information, write to A. L. Coddington, 679 Carlyle Place, Union, N. J., before 15 June.

• **uss Salt Lake City (CA 25)** — Former ship's company interested in holding a reunion in either New York, Boston or Philadelphia, please write to Francis X. Earley, 2132 Eastburn Ave., Philadelphia 38, Pa.

• **uss Saginaw Bay (CVE 82)** — It is proposed to have a reunion of officers and enlisted men who served in this ship during the period 1944-1946, at a time and place to be designated by mutual consent. Those interested please contact Marcus M. Wood, 2702 Avenue "R", Brooklyn, N. Y.

• **uss Biloxi (CL 80)** — It is proposed to have a reunion of the men of Division S who served in this ship from the time she was commissioned to April 1945, at a time and place to be designated by mutual consent. Those interested, please contact Earle W. Newenham, Cherryfield, Maine.

### Eight Year Obligation Clause

SIR: I would like a clarification of the new Naval Reserve law. I enlisted in the Reserve 30 April 1951 and was called to active duty on 25 October 1951. I am to be released from active duty in October 1953 and discharged from the Naval Reserve 29 April 1955, under the original law.

However, as I understand it, the present law imposes an eight-year military obligation to anyone under 26 years of age who joins the armed forces after June 1951. Will this affect me in any way or am I correct in assuming that I will be separated entirely from the Naval Reserve when my enlistment expires in April 1955?—C.L.B., CTSN, USNR.

• *Your assumption is correct. The eight year military obligation is imposed only on those personnel who enlisted in the armed forces subsequent to 19 June 1951 and were under twenty-six years of age at the time of such enlistment.*—ED.

### Monthly Gratuities for Decorations

SIR: Has the monthly payment of \$2.00 for certain decorations been discontinued? If so, when?—D.H.T., CDC, USN.

• *All provisions for payment of gratuities for decorations were repealed in the 81st Congress by Public Law 351 of 12 October 1949.*

*Medals for which the gratuity was*

*formerly paid were the Medal of Honor, Navy Cross, Distinguished Service Medal, Silver Star, Navy and Marine Corps Medal and the Distinguished Flying Cross.*

*If you have received any of the above decorations for which this gratuity payment was previously authorized and have not collected this money, you are still eligible to apply. Payment of the \$2 monthly gratuity will be based from the date of the action for which you were awarded the medal until the date of your discharge, or 12 October 1949, whichever is earlier.*—ED.

### Retirement for LDOs

SIR: When may enlisted personnel who accept warrant, chief warrant or officer commissions under the LDO program be retired? What about an enlisted man who enters OCS and accepts a line officer commission?—A.O.M., QM1, USN.

• *Limited duty officers are retired on the last day of the month following the month in which they complete 30 years' active Naval service.*

*However, if an enlisted man accepts a permanent commission in the Regular Navy he is eligible for retirement under the same provisions of law as all other officers of the Regular Navy. That is, his active enlisted service counts for retirement. For more on retirement see ALL HANDS, February 1953, p. 30.*—ED.

### Loss of USS S-4

SIR: I have some questions on the Navy submarine S-4 which went down off the New England coast in the late 1920s. When and exactly where did she go down. Was she recovered and were there any survivors?—J.G.H., FN, USN.

• *uss S-4 was rammed by the Coast Guard destroyer Paulding near the entrance to Provincetown Harbor at the tip of Cape Cod. Struck while coming up from a submerged run, S-4 plunged about 100 feet to the bottom. The date was 17 Dec 1927. Rescue work was started almost immediately but was hampered by a North Atlantic storm.*

*The first to go down were three Navy divers—Thomas Eadie, Bill Carr and Fred Michels. Chief Gunner's Mate Eadie at one point had to go down to rescue Chief Torpedoman Michels whose diving lines had become ensnared in the sub's hull fittings. For his action Eadie was awarded the Medal of Honor.*

*At the time there were six men alive, all trapped in the sub's forward torpedo room. But before further rescue work could be attempted, a storm drove the rescue ship—submarine rescue vessel uss Falcon (ASR 2)—off position. All hope for the trapped men vanished. Later the S-4 was raised and taken to the Boston Navy Yard. ALL HANDS Book Supplement for May 1950 carries the story.*—ED.



## Old Time Pay Chits

SIR: Some of the old timers on our ship have had a discussion about the old pay system. As they recall it, each man had a pay number, which gave him his position in the pay line and on the pay list, and he had to have an officer's signature in the left hand corner of the pay chit. On this they are pretty much in agreement. The question is, "When did this system go out?" Some time in the middle of World War II is the general guess.—R.T.G., Jr., MM3, USN.

• *Correct they are. The Navy pay receipt had to be signed by a commissioned officer until the new payment procedure went into effect on 1 July 1944.*—Ed.

## Which Way to Oregon?

SIR: Where is the old *uss Oregon* and what is her present status? L.H. EN3, USN.

• *The former *uss Oregon* (BB 3) is now in Apra Harbor, Guam. She now has the designation of IX 22 and was used during World War II as a dynamite barge. Towed to Guam in 1944 with a 1400-ton load of explosives, she has remained there since.*

For information on the activities of this ship while in commission, you might be interested in reading the book supplement of August 1952 *ALL HANDS* on the Battle of Santiago Bay during the Spanish-American War.—Ed.

## Shorthand and Speedwriting

SIR: Is "Speedwriting" an acceptable method of shorthand for an examination for yeomen? A fellow yeoman, a buddy of mine, says that Speedwriting is not even shorthand and therefore is not allowed for examinations.—R.M., YN1, USN.

• *You can tell your buddy to check the yeoman section of the Manual of*

## Souvenir Books

In this section *ALL HANDS* prints notices from ships and stations which are publishing souvenir records and wish to advise personnel formerly attached. Notices should be directed through channels to the Chief of Naval Personnel (Attn: Editor, *ALL HANDS*), and should include approximate publication date, address of ship or station, price per copy and whether money is required with the order.

*uss Bataan* (CVL 29) — A limited number of copies of *Bataan's* souvenir book covering the period of her "Second Far East Cruise" between 27 January and 26 Aug 1952 are now available. The 88-page book has complete photographic coverage of the cruise, ship's personnel and activities. Copies may be purchased for \$4.00 (postpaid) by sending remittance to the Custodian Recreation Fund, *uss Bataan* (CVL 29), c/o Fleet Post Office, San Francisco, Calif.

*Qualifications for Advancement in Rating* (NavPers 18068). Under the heading "Stenography — Shorthand Method" it states: "Any method of shorthand may be used, although it is desirable for advancement purposes that the candidate use a system by which a speed in excess of 120 words per minute may be attained. A machine for the purpose of taking stenographic notes is acceptable when provided by the yeoman himself."

One definition of shorthand is, "a method of rapid writing by signs or contractions." In any event, Speedwriting qualifies.—Ed.

## Training under Both G.I. Bills

SIR: Before I went back on active duty, I took training under the World War II G. I. Bill. I've been discharged again, this time with a disability. Will I be permitted to take further training under Public Law 16 for disabled vets, even though I have already had training

under Public Law 346 of the G.I. Bill? —K.E.N., GM2, USNR.

• *Yes, provided the Veterans Administration finds you need the training to overcome the handicap of your disability and you meet the other eligibility requirements of the law.*

Your previous training, however, will be considered in setting up a new program for you and it may not be duplicated unless it is essential to restore your ability to work.—Ed.

## Reinstating NSLI Policy

SIR: I let my National Service Life Insurance policy lapse about two months ago. However, I still want to keep it. How can I go about reinstating it? —F.C.S., BM2, USN.

• *You may reinstate your NSLI policy by submitting a written application, accompanied by the two monthly premiums, provided, of course, you are in as good health as you were when the premium lapsed, and the term of your policy has not expired. The application forms may be obtained at any Veterans Administration office.*—Ed.

## FR's Final Duty in Home District?

SIR: I am a Fleet Reservist with 10 months' active duty remaining. Can I request duty near my home the last six months I have to serve? I was on active duty when transferred to the Fleet Reserve.—F. W. B. ENC, USNR.

• *Prior to the Korean conflict, it was the Bureau's policy to permit men to spend the last three months of their naval career on duty in their home naval districts.*

However, in view of the present international situation and the provision of *AlNav* 73-50 and 62-51, pertaining to transfer to Fleet Reserve and discharges, the "back yard duty" policy has been suspended indefinitely.—Ed.

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# Men, Mountains, Trees

"MONONGAHELA, Nantahala, Caloosahatchee, Manatee...."

Sounds like an old Indian war chant doesn't it? Well, guess again. Although the names *are* Indian names all right, they are also the names of Navy fuel oil tankers. In the days of yore, the redskins gave the names to various rivers; today the Navy keeps the names alive in white letters on the stern of its ships.

Actually, the assignment of such Indian names to fuel oil tankers is but one small part of the complex regulations governing the naming of Navy ships.

Naming a ship is not just a matter of pulling a pleasant sounding moniker out of a hat, as you might think. When you consider that U. S. Navy has thousands of ships and craft arranged in some 160 assorted classifications, picking a proper name for each type becomes a matter involving patient study of naval records, past and present, and of research in such fields as history, geography, astronomy, biology, mythology and even precious stones.

Only one class of ship — the battleship — is named in accordance with law. Naming of the rest is up to the Secretary of the Navy.

The authority for the naming of vessels by SecNav was first established by an act of Congress on 3 March 1819. The act provided that "all ships of the Navy of the United States, now building, or hereafter to be built, shall be named by the Secretary of the Navy, under the direction of the President of the United States, according to the following rule — to wit: Those of the first class shall be called after the states of the Union, those of the second after the rivers, and those of the third class after the principal cities and towns, taking care that no two vessels in the Navy shall bear the same name."

As the roster of naval ships increased, revisions of the original plan were made. On 12 June 1858, the following law was passed:

"... be it further enacted that all of the steamships of the Navy now building, or hereafter to be built, shall be named according to the following rule, namely, all those of 40 guns or more shall be considered of the first class, and shall be called after the states of the Union; those of 20 and under 40 guns shall be considered as of the second class, and be called after the rivers and principal towns or cities; and all those of less than 20 guns shall be of the third class, and named by the Secretary of the Navy as the President may direct, care being taken that no two vessels in the Navy shall bear the same name."

Today, the process of selecting an appropriate ship's name involves research and recommendation by the Ships' Names and Sponsors Section in the Office of

Chief of Naval Operations. The recommendation is presented to the Secretary of the Navy for approval, whereupon, if approved, the new name is assigned to the ship in question.

If a new ship is to be of a classification already on the Navy list, the source from which her name must be selected is a matter of existing policy.

On the other hand, if the vessel is a new type, as are some specialized craft added to the Navy list from time to time, it becomes the duty of Ships' Names and Sponsors to decide upon a new category from which to select a name.

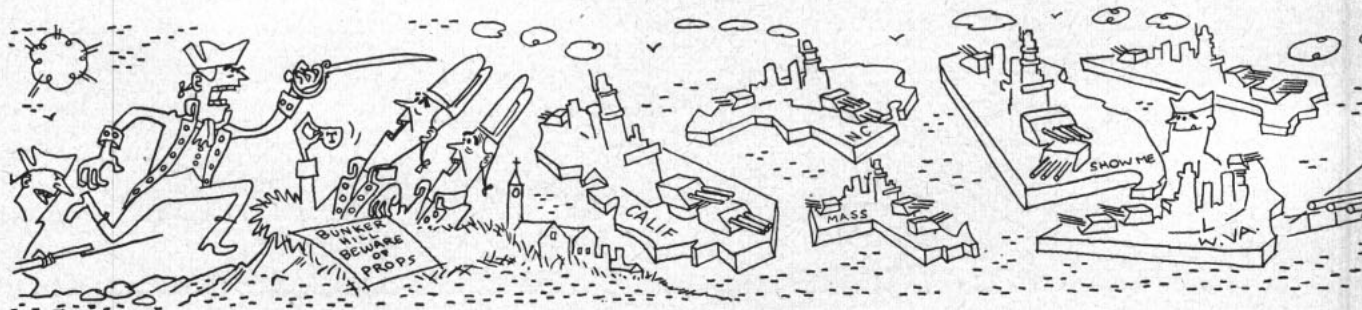
To keep pace with the Navy's changing fleet, many revisions in policy have been made since the Act of 1858. "First class" ships, now considered as battleships, still are named for states. Moreover, these vessels "shall not be named for any city, place or person until the names of the states have been exhausted." Today, the names of 17 states are borne by U. S. Navy ships (15 battleships and two ex-battleships).

## 17 States and a Mountain

The single departure from the established battleship-naming policy since *USS Indiana* (BB 1) was launched in 1893, occurred in the naming of *USS Kearsarge* (BB 5), after a mountain in New Hampshire. In March 1895, an act of Congress authorized the construction of two battleships. As the result of patriotic clamor by citizens to perpetuate the name of *Kearsarge* (of *Kearsarge-Alabama* battle fame), the Congressional act included the special clause that "one of said battleships shall be named *Kearsarge*." Today, the old BB-5, launched in 1898, is still in service but known by the title of *Crane Ship 1* (AB 1).

Definite sources for naming other combatant ships as well as the larger auxiliaries and some types of service craft also have been established. Because of the great number of ships in some classes, appropriate names from a single source sometimes are not sufficient for the entire class. To solve this problem, logical or euphonious (pleasant sounding) words are selected for the additional names.

Certain departures from normal ship-naming policy do appear among ships on the Navy list, however. The reasons for this vary. For instance, the Navy on occasions retains the original name of an acquired vessel providing the name is considered generally appropriate. For this reason, and sometimes in compliance with a request by a former owner, the Navy retained the names of many merchant marine vessels which had been named by the Maritime Commission prior to acquisition by the Navy. Like-





# —That Sail the Seas

wise, several ships acquired from the Army still retain their original names.

## No Names for Living Persons

Furthermore, when a ship (already named) has her classification changed, the general rule is that she retains her original name despite the redesignation. No vessel shall be named for a living person, however.

Battleships (BB) of today's Navy honor the States of Alabama, California, Colorado, Indiana, Iowa, Maryland, Massachusetts, Missouri, New Jersey, North Carolina, South Dakota, Tennessee, Washington, West Virginia and Wisconsin. The name of Kentucky (formerly borne by BB 6) is presently assigned to BB-66 upon which construction is now suspended. The name Mississippi is borne by the miscellaneous auxiliary ship AG-128 (formerly the BB 41) and the name of Oregon is carried by the unclassified miscellaneous auxiliary vessel IX-22 (the ex-BB 3).

## Ex-BB with a Nickname

uss *Prairie State* (IX 15), a former battleship (BB 7), seems to violate the state-name rule. Obviously, "Prairie State" is not one of the 48. The explanation for this is that when it was planned to assign the name "Illinois" to a new battleship which was later cancelled) that name was taken away from the old BB-7 which, in turn, was re-named *Prairie State*, the nickname for Illinois.

Some of the ships' names mentioned below are those of vessels stricken from the Navy list. These names have been selected instead of names of active-duty ships when they better exemplify ship-naming policy.

## Cities, Territories, Possessions

In the cruiser class, heavy cruisers (CA), guided missile heavy cruisers (CAG), light cruisers (CL), anti-aircraft light cruisers (CLAA) and guided missile light cruisers (CLG) bear the names of cities of the U. S., like *Newport News*, and capitals of U. S. possessions and territories, like *Juneau*. Large cruisers (CB) are named for territories and insular possessions of the U. S., such as *Alaska* and *Guam*. Large tactical command ships (CBC) are ex-CBs retaining their former names. It is the same in the case of tactical command ships (CLC), which are ex-CAs.

## Battles and Bays

Certain ships of the carrier classes, namely attack aircraft carriers (CVA) and small aircraft carriers (CVL) bear the names of famous ships formerly on the Navy list (*Wasp*) and important U. S. battles (*Bunker Hill*). Escort aircraft carriers (CVE) are named for bays (*Mission Bay*) and sounds (*Puget Sound*) of the U. S., and important U. S. operations (*Tripoli*), battles (*Guadal-*

*canal*) and engagements (*Bairoko*). (In this connection it is to be noted that vessels in the carrier category are called for the names by which actual battles are known rather than for the places where the battle occurred.)

Some vessels, not only in the carrier category but among other types as well, which come under the heading of "named for former vessels" and which appear in instances to have the name of a person, place or battle, actually are perpetuating the name of a former ship. For example, the carriers *Wright* and *Franklin* bear names of men, but these ships carry on the names of the original vessels so named.

## Shangri La Is an Exception

In the carrier group are found three notable exceptions to the Navy's usual policy for naming ships of this type. uss *Shangri La* (CVA 38) is named in commemoration of the day 11 years ago when on 18 April 1942 Colonel James H. Doolittle with 79 other fliers took off in 16 B-25s from a carrier to drop the first bombs on the Japanese mainland. At that time, President Roosevelt remarked to the press that Colonel Doolittle and his group had taken off from a secret place — "Shangri La" — referring to that mythical land of paradise on earth in James Hilton's novel "Lost Horizon." Subsequently it was disclosed that Doolittle's "secret" take-off spot had been uss *Hornet* (CV 8). When a new carrier (CV 38) was completed in 1944 she was named *Shangri La* and, appropriately, was christened as such by Mrs. Doolittle.

The second exception is uss *Franklin D. Roosevelt* (CVA 42) which was scheduled to be named *Coral Sea*. The name was changed, however, to honor the late President whose death occurred shortly before the new carrier was christened. Later, the name "Coral Sea" (the first major sea-air battle of World War II) was assigned to one of the *Midway* class carriers, the CVB-43 (now CVA-43).

The third deviation from normal policy was the selection of the name *Forrestal* for the CVA-59 now under construction. By special act of Congress, this vessel is named in honor of the late James V. Forrestal, 49th man to become SecNav and the first Secretary of Defense.

## DD Named for Six Brothers

Destroyers (DD), escort destroyers (DDE), radar picket destroyers (DDR) and destroyer leaders (DL) are named for deceased persons in the following categories: Personnel who rendered distinguished service to their country in the Navy (*Kidd*), Marine Corps (*Obannon*) and Coast Guard (*Satterlee*); secretaries of the Navy (*Frank Knox*); members of Congress who were closely identified with naval affairs (*Hale*); and inventors (*Edi-*



son). A vessel of the destroyer group can be named for more than one person, too, such as *The Sullivans* (for five brothers) and *O'Brien* (for six brothers). Other DDs have been named for father-son combinations (*Goodrich*) and other family relationships.

An apparent inconsistency in destroyer-naming policy crops up with the *Norfolk* (DL 1), the first of a new destroyer leader class of ship. When this vessel was first authorized and named she was billed as a cruiser and consequently was assigned the name of a city. When the ship was designated a DL the original name was retained.

### Denizens of the Deep

Submarines, which in the early days of our Navy were only lettered and numbered, now are usually named for fresh and salt water fish and denizens of the deep.

Carrying fish and undersea names, such as *Pickrel*, *Haddock* and *Whale*, are submarines (SS), guided missile submarines (SSG), nuclear power submarines (SSN) and radar picket submarines (SSR). Anti-submarine submarines (SSK) and target and training submarines (SST), however, are not named. They are lettered and numbered and are known as USS K-1, USS T-1, and so forth. In this group, however, one anti-submarine submarine is an exception to the rule — USS *Grouper* (SSK 214), an ex-SS retaining her original name. (Now classed in the amphibious warfare vessel group are cargo submarines (ASSA) and transport submarines (ASSP), and in the auxiliary vessel classification are auxiliary submarines (AG(SS)), all of which are converted undersea craft, retaining their original names.

### From Adirondack to the Rockies

Among amphibious warfare vessels are amphibious force flagships (AGC) which carry the names of mountains or mountain ranges in the U. S. (*Adirondack*) and in U. S. possessions (*Mt. McKinley*). Included in this group, however, is USS *Williamsburg* (AGC 369), certainly not named for a mountain. Actually, she is an ex-PG, a type named for cities and towns in the U. S. (What might appear to be an inconsistency in the assignment of mountain names occurs among some vessels which are named for volcanoes, and others which bear the names of localities and areas, a number of which also are the names of mountains or mountain ranges. Furthermore, dock landing ships (LSD) are named for historical places, at least one of which (*Rushmore*) is the name of a mountain as well.

### Heavenly Bodies, Famous Women Too

Also in the amphibious group are attack cargo ships (AKA) which are given the names of astronomical bodies (*Libra*) and counties in the U. S. (*Union*). The selection of county names is made primarily on the basis of "suita-

bility" rather than the historical or contemporary importance of the county. However, when a county name is assigned, it represents all the counties of that name in all states.

Attack transports (APA) and transports (AP), the latter of the auxiliary vessel group, also bear the names of counties (*Sandoval*) as well as places of historical interest (*Mt. Vernon*), deceased commandants and other officers of the Marine Corps (*Feland*), signers of the Declaration of Independence (*Thomas Jefferson*), famous women in history (*Florence Nightingale*) and famous men of foreign birth who aided our country in her struggle for independence (*Rochambeau*).

High speed transports (APD) are ex-DEs and have retained their original names — those of the personnel of the Navy (*Blair*), and Marine Corps (*Daniel*) and Coast Guard (*Douglas A. Monroe*) — killed in enemy action in World War II. Control escort vessels (DEC) also are ex-DEs retaining their names. Vehicle landing ships (LSV) bear the names of monitors formerly on the Navy list (*Saugus*).

### Letters and Numbers — With a Reputation

Other amphibious warfare vessels are identified only by letters and numbers. These are inshore fire support ships (IFS), flotilla flagship landing ships (LSFF), large infantry landing ships (LSIL), medium landing ships (LSM), medium landing ships (rocket) (LSMR), large support landing ships, Mk. III (LSSL), tank landing ships (LST), control submarine chasers, 173-foot (PCC), control escorts, 180-foot (PCEC), control submarine chasers, 136-foot (PCSC) and control submarine chasers, 110-foot (SCC).

### Logical Name: Barricade

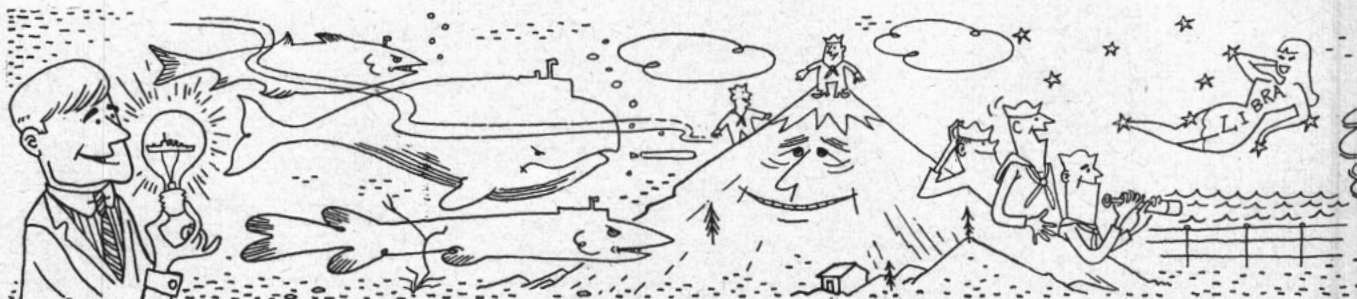
In the mine warfare vessel classifications are auxiliary mine layers (ACM). During World War II there were 10 of these vessels, named mostly with logical words such as *Barricade* and *Obstructor*. That group was disposed of. ACMs on hand today are identified only by letters and numbers.

### For the Birds

Mine sweepers (AM), coastal mine sweepers (AMC), mine hunters (AMCU), motor mine sweepers (AMS), mine layers (CM) and coastal mine layers (CMC) bear the names of birds (*Broadbill*), logical words (*Hazard*) and euphonious words (*Success*). Light mine layers (DM) and high speed mine sweepers (DMS) are ex-DDs and retain their original names.

### First to Cross 1000 Marker

In the patrol vessel division of ships are escort vessels (DE), formerly called destroyer escorts, and radar picket





escort vessels (DER/ex-DE), named for deceased personnel of World War II as mentioned above. Of these, a new ship presently under construction represents an interesting milepost in naval ship construction. She is *uss Dealey* (DE 1006) which will be the first combatant ship (other than landing ships and submarine chasers) in the history of the Navy to bear four digits in her hull number. She is named for Commander Samuel D. Dealey, Congressional Medal of Honor recipient, who lost his life while serving as commander of *uss Harder* (SS 257) which was lost to enemy action off the Philippines in August 1944.

During World War II, destroyer escort building was suspended following construction of *uss Jack W. Wilke* (DE 800). At that time, DEs to bear hull numbers 801 through 1005 had been scheduled for building but were cancelled. Thus, to avoid possible confusion in future building plans, the DE program has been reopened with hull number 1006. The highest number previously assigned to a larger type of combatant ship placed in service is that of *uss Wilkinson* (DD 930), recently redesignated as a DL (destroyer leader).

#### Names That Are Gems

Also in the patrol vessel category are frigates (PF) which are ex-gunboats and are named for cities and towns of the U. S., and U. S. possessions and territories (*Gloucester*), and yachts (PY) which bear the names of ships formerly on the Navy list (*Niagara*), names of gems (*Ruby*), logical words (*Vixen*) and euphonious names (*Sylph*).

Patrol vessels not named are 173-foot submarine chasers (PC), 180-foot escorts (PCE), 180-foot rescue escorts (PCER), 136-foot submarine chasers (PCS) and 110-foot submarine chasers (PC).

Certain vessels which normally would be assigned names by the U. S. Navy, appear on the Navy list identified only by letters and numbers because these vessels are being built under the Mutual Defense Assistance Program and will be named, if so desired, by the countries to which they will be transferred.

#### From Grand Canyon to Klondike

In the auxiliary vessel group are destroyer tenders (AD) which are given names of localities (*Grand Canyon*) and areas (*Tidewater*) of the U. S. and of U. S. possessions and territories (*Klondike*). Contrary to popular impression, these vessels are not named exclusively for national parks although many tenders bear the name of a national park in the sense of being a "locality" or the name of a locality or general area within which happens to be located a national park of the same name. Two ADs on the current Navy list whose names appear out of

place are *uss Hamul* (AD 20) and *uss Markab* (AD 21). Actually, these are ex-cargo ships (AK) retaining their former names.

#### Volcanoes and Explosions

Ammunition ships (AE), in addition to being named for volcanoes (*Vesuvius*), also bear names suggestive of fire (*Pyro*) and explosives (*Nitro*).

#### Islands in the Skies and Oceans

Store ships (AF) are named for astronomical bodies (*Polaris*). Miscellaneous auxiliary vessels (AG) and ice-breakers (AGB) carry the names of islands (*Edisto*) and bays (*Coasters Harbor*) of the U. S. and U. S. possessions (*Kaula*) and territories (*Atka*).

Surveying ships (AGS) and coastal surveying ships (AGSC) bear the names of astronomers (*Simon Newcomb*), mathematicians (*Bowditch*) and oceanographers (*Maury*). Two surveying ships formerly on the Navy list and which were familiar sights to many Navy men were the *Hydrographer* and *Oceanographer*. These vessels were not named by the Navy. They were ships taken over during the war from the Coast and Geodetic Survey fleet.

Hospital ships (AH) carry names which are appropriate to their mission (*Consolation*), logical names (*Repose*) and euphonious names (*Tranquillity*).

#### Ships Named for Army Heroes

Cargo ships (AK), like attack cargo ships (AKA), are assigned names of astronomical bodies (*Sagitta*) and names of counties in the U. S. (*Sussex*). In the AK group also, are many former Army ships which have retained their original names, mostly those of heroic Army personnel.

Net cargo ships (AKN) such as *Sagittarius* and general stores issue ships (AK) such as *Castor*, also are named for astronomical bodies. Two exceptions in this group are the ex-AGs *uss Electron* (AKS 27) and *uss Proton* (AKS 28) which were assigned names indicative of their specialized duty.

Cargo ship and aircraft ferry vessels (AKV) usually are named for historical places pertaining to aviation (*Kitty Hawk*) although the few on today's list are former Army vessels retaining their original names.

#### Monitors and Trees

Net laying ships (AN) bear the names of monitors formerly on the Navy list (*Passaic*) and names of trees (*Butternut*).

Oilers (AO), gasoline tankers (AOG) and replenishment fleet tankers (AOR) bear Indian names of rivers (*Kennebec*). Many of the AO group are former Maritime Commission vessels serving in the Military Sea Transport Service under their original names. More than two dozen



## HOW SHIPS GET THEIR NAMES

of this category are named for well-known missions (*Mission Capistrano*).

Transports (AP) have names similar to attack transports (APA). Self-propelled barracks ships (APB) are named for counties (*Mercer*). Those appearing on the list with names are former Army vessels.

Although there are no APHs (transports fitted for evacuation of wounded) currently in service, such ships during World War II were included in the Navy list and bore the names of deceased surgeon generals of the Navy, such as *Pinkney*.

### From Zeus to Webster

Repair ships (AR), battle damage repair ships (ARB), heavy-hull repair ships (ARH), landing craft repair ships (ARL), aircraft repair ships (aircraft) (ARVA), and aircraft repair ship (engine) (ARVE) are named for characters in mythology (*Vulcan, Zeus, Jason*). Aircraft repair ships (ARV) also carry the names of characters in mythology as well as names of personnel associated with naval aviation (*Webster*).

Internal combustion engine repair ships (ARG) and salvage craft tenders (ARST) bear the names of island possessions of the U. S. such as *Oahu* and *Laysan Island* or are redesignated ships retaining original names. Salvage vessel (ARS) such as *Reclaimer* and salvage lifting vessels (ARSD) like the *Windlass* bear names descriptive of their functions.

### Submarine Pioneers

Submarine tenders (AS) are named for pioneers in submarine development (*Bushnell*) and characters in mythology (*Orion*). Submarine rescue vessels (ASR) bear names of birds (*Skylark*).

Auxiliary ocean tugs (ATA) and fleet ocean tugs (ATF) are given the names of prominent Indians (*Samoa*) and Indian tribes (*Navajo*). What sometimes appears to be a deviation in the use of Indian terms is due to the fact that a vessel in the category of those "named for Indian chiefs or other noted Indians" bears a name that may also be the name of a city, county, mountain or river.

### Leaders in Aviation

Seaplane tenders (AV) and guided missile ships (AVM) bear names of sounds (*Albamarle*) and personnel associated with aviation (*Curtiss*). Small seaplane tenders (AVP) are named for bays (*Casco*), straits (*Bering Strait*), islands (*Valcour*) and inlets of the U. S. and of possessions and territories (*Cook Inlet*). Aviation supply ships (AVS) are ex-AKs, ex-AGs and ex-IXs retaining their original names. Also retaining their names are distilling ships (AW) which are ex-AOs and ex-IXs.

Unclassified miscellaneous vessels (IX) bear names of vessels formerly on the Navy list (*America*), names re-

tained after redesignation (*Saluda*) and names of animals (*Greyhound*). Some IXs such as *Constellation*, *Constitution* and *Hartford* are the original ships of those names.

Other auxiliary craft which are identified only by letters and numbers are degaussing vessels (ADG), large auxiliary floating dry docks (AFDB), small auxiliary floating dry docks (AFDL), medium auxiliary floating dry docks (AFDM), light cargo ships (AKL), small coastal transports (APC) (some of this group retain Army names), cable repairing or laying ships (ARC), floating dry docks (ARD) and rescue ocean tugs (ATR).

### Pocahontas and Hiawatha

Of nearly 60 miscellaneous types of service craft, only the following are named: ferryboats or launches (YFB), for islands of the U. S. (*Conanicut*) and U. S. possessions and territories (*Nihoa*); a few of the self-propelled fuel oil barges (YO), are named for oil field terms (*Derrick*); and large harbor tugs (YTB) and medium harbor tugs (YTM), for Indian chiefs (*Hiawatha*), other noted Indians (*Pocahontas*) and words of the Indian language (*Nootka*).

There you have the complete run-down on how your ship and other ships are named.

Future developments in naval warfare undoubtedly will result in the redesignation or conversion of some present types or will call for the construction of entirely new types of vessels. The Navy's scheme of ship names however, should be flexible enough to provide more names for the new additions. — E. J. Jeffrey, JOC, USN.

\* \* \*

LIKE the old battleship *Illinois*, mentioned in this article whose nickname "Prairie State" later became the official name of the ship, many of today's men 'o war have colorful nicknames.

To name a few, the escort carrier *Badoeng Strait* (CVE 116) is affectionately referred to as the "Bing-ding"; the battleship *Missouri* (BB 63) as the "Big Mo"; and the fleet oiler *Manatee* answers to the name "Big Ma."

Sometime in the future, ALL HANDS will carry an article on the nicknames of modern ships of the Navy. But since ship's monikers are an unofficial sort of thing, we need an assist from ALL HANDS readers. Nicknames of smaller combat ships and auxiliaries especially are needed.

Does your ship have a catchy nickname? If so, write a brief letter to the editor giving the nickname and a short explanation of how your ship got it, if the name isn't obvious at first glance. Address your letter to The Editor, ALL HANDS Magazine, Room 1809 Arlington Annex, Bureau of Naval Personnel, Washington, D. C.





# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★

## Shipboard Conservation

The Navy-wide conservation program for utilization of material resources, manpower and money is making strides on board Navy ships. Take the case of *uss Philippine Sea* (CVA 47).

Under its conservation program *Philippine Sea* has saved \$1867 per quarter through the salvage and re-use of material resources alone. This saving was accomplished in the following ways:

- Repeated use of requisition folders.
- Salvage of unusable steel, valves, ingots and scrap metal.
- Use of corrugated ammunition box liners for packing material.
- Rationing of oils, lubricants and paint.

The carrier has also adopted a stamp system for routine endorsement of correspondence. Also a typewriter repairman has been trained for shipboard repair. Together these latter ideas save *Phil Sea* about \$510 per quarter.

The conservation program aboard the carrier began with a four-week slogan contest among members of the crew. The best slogans were selected at the end of each week by a six member Beneficial Suggestions Board. At the end of four weeks one slogan was selected for the Grand Prize of a \$25 Defense Savings Bond.

The slogans were published in the Plan of the Day and in the ship's newspaper, and conservation posters were placed about the ship. The winner of the Grand Prize was Michael J. Troy, SKSN, USN, with his slogan "Where waste abides, freedom dies — Where waste subsides, freedom thrives."



ANTI-SUBMARINE submarine, K-1, first of her class, is shown on cruise testing new equipment and familiarizing crew with operational characteristics.

## New 'Four-in-One' Tanker

A new type auxiliary ship soon will be serving with the Atlantic Fleet's Service Force. Known as a "replacement fleet tanker," she combines some of the functions of four other auxiliary vessels: ammunition ship, cargo ship, store ("reefer") ship and fleet oiler.

This ship, *uss Conecuh* (AOR 110), stocks the various items needed for routine replenishment of ship supplies as well as fuel oil. Recently commissioned at the Philadelphia, Pa., Naval Base, she will undergo evaluation in ways of supplying task groups with fuel, ammunition, food and stores. Stress is laid on speed and safety of transfer operations.

*Conecuh* had originally been a unit of the German Navy and was built in 1938. Then named *Dithmarschen*, she was classed as an oiler but served as a commerce raider and supply ship combined. The ship was turned over to the U. S. Navy in

1946 and given her present name *uss Conecuh* (AOR 110).

Taken out of the reserve fleet and fitted out for her new mission, she will become a full-fledged unit of the fleet in the near future. She has a crew of 220 enlisted men and 15 officers. *Conecuh* has a 550 foot length, and a 72-foot beam.

## Land-Locked Oriskany in Japan

The name *Oriskany* (CVA 34) will long be remembered in Shizuoka, Japan. A structure is being built in that city and is being named "Oriskany Hall" in honor of the aircraft carrier.

This building will be a new home for some 100 Japanese orphans. Its title was selected by the orphanage directors in appreciation of a gift of 1,161,000 Japanese yen from the *Oriskany* crew.

The carrier sailors learned from their chaplain that a charitable order of nuns, the Salesian Sisters, needed financial help for an addition to the town orphanage. Putting their minds and pocketbooks together, the crewmen voluntarily donated \$3,225 for the project.

When *Oriskany* docked in Japan, the commanding officer presented a check to a Japanese boy representing the orphanage. After presentation ceremonies, children from the orphanage ate lunch aboard the aircraft carrier.

## YESTERDAY'S NAVY



Two small vessels captured English war cutter in first sea battle of Revolution on 12 June 1775. Naval bombardment of Vicksburg was begun on 26 June 1862. Design of 13-stripe American flag adopted on 14 June 1777.

## JUNE 1953

SUN	MON	TUE	WED	THU	FRI	SAT
	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30				

## Reclaims Water-Spoiled Oil

Ordinarily, water-contaminated fuel oil is strictly poison to Navy black gangs. One solution is to pump it overboard or sell it at a loss. However, ships arriving in the San Francisco area can now deliver their contaminated fuel oil to the Navy's San Francisco Bay area reclamation plant for purification.

Located at the Pt. Molate fuel depot of the Oakland Navy Supply Center where it has been in operation for several months, the plant may save the Navy up to \$250,000 yearly. Cost of reclaiming contaminated fuel oil is about five cents per 42-gallon barrel. Previously this oil would have been sold commercially for 50 to 70 per cent of the original cost.

The heart of the plant is a tall, 10,000-barrel steel tank from which project at different levels a series of valve-rigged oil take-off pipes. Other plant components include a 40 by 100-foot concrete basin and 3000 feet of underground pipes and steam lines. The plant cost \$132,500 and can be operated by a single man.

The plant exists because, contrary to the old saying, oil and water *do* mix. Though they don't form a solution, the two can form an emulsion, especially under agitation in a ship's fuel tanks.

Why water in the fuel tanks? Because after several months of steaming, a ship will have emptied her fuel tanks, ballasted with water, de-

ballasted and refueled several times. Some water inevitably leaks into the fuel supply.

The new plant separates oil and water mixtures by heating the contaminated fuel oil. The oil rises to the top of the tank since it is lighter than water and is drawn off at the take-off pipes. In addition to the heat application, the more stubborn mixtures, or emulsions, must be chemically treated before the oil and water will separate.

## BuPers' 35th Chief

In the presence of the Secretary of the Navy, Robert B. Anderson, Vice Admiral James L. Holloway, Jr., USN, took the oath of office as the 35th Chief of Naval Personnel.

The new chief also becomes the Deputy Chief of Naval Operations for Personnel. He takes over the reins of the Bureau after a tour of sea duty in which he served as Commander of the Battleship-Cruiser Force, Atlantic Fleet.

VADM Holloway is known in education and personnel circles for the part he played when head of a special board in 1945 which recommended the establishment of vigorous flight training, NROTC and career officer training programs which would provide increased numbers of career officers for the Fleet. The Board's recommendations, in respect to NROTC, embodied in Public Law 729 (79th Congress), is popularly known as the "Holloway Plan."

## Repose Boosts March of Dimes

One Navy hospital ship, returning to the U. S. from Korea, turned over more than \$800 to the March of Dimes fight against infantile paralysis, the result of a unique collection campaign.

To collect money, crewmen of USS *Repose* (AH 16) set up a mythical journey similar to the 7000 miles they were to travel from Inchon, Korea to the U. S. To record the ship's progress, the crew made a huge map of the area. Starting at Inchon, the mythical journey was charted in as contributions were received. For each dime that was donated the ship was allowed to move one mile on the map.

Ten days before the campaign ended the ship had collected \$700 and had already completed the trip. However, that didn't mean that contributions stopped coming in. Before the campaign ended, the generous Navymen had added more than \$100 to the fund.

## Navy Wives Club

From time to time ALL HANDS receives letters asking for information on a club or group organized especially for wives of Navymen. An organization of this type is the "Navy Wives Clubs of America." Founded in 1936, the NWCA now has 33 active clubs throughout the U.S. and in overseas locations. There are clubs in Alaska, Hawaii, Puerto Rico, French Morocco and the Philippines.

Membership is composed chiefly of wives of enlisted men serving in the U.S. Navy, Coast Guard and Marine Corps and in their Reserve components. Other members are wives of EMs who have been honorably discharged or are retired or in the Fleet Reserve, and women who are friendly to and interested in the cause of furthering such an organization of mutual assistance and social welfare.

Activities of the Navy Wives clubs are many fold, including beneficial and social undertakings. Members provide assistance to Navy chaplains, assist in YMCA programs for servicemen, participate in the National blood donor program and in Navy Relief Society affairs. On the social side, clubs hold dances, picnics and other "on-the-lighter-side" activities.

Interested women may obtain further information by writing to Iris Wells, National Vice President, 1452 E. Bailey Rd., Cuyahoga Falls, Ohio.



VADM J. L. HOLLOWAY, JR., USN (center) is sworn in as Chief of Naval Personnel by RADMI H. Nunn, JAG, as SecNav Robert B. Anderson looks on.



## Anti-Submarine Exercises

Air-surface forces from the U.S., Netherlands and Canada completed the first anti-submarine training exercises to be held by NATO forces in the western Atlantic.

Under the command of Vice Admiral Laurance T. DuBose, USN, Commander of the U.S. Atlantic sub-area, Canadian bombers, Dutch escort vessels and an American hunter-killer task force took part in the mock anti-submarine warfare exercise.

"Operation Buffet," as the exercise was called, was a five-day affair that provided operational and tactical training in anti-submarine warfare for the NATO anti-submarine forces involved.

The U.S. hunter-killer group, led by *uss Palau* (CVE 122) included destroyers, submarines and patrol planes. The group had been conducting training exercises in the Caribbean and "Buffet" coincided with its return to the group's regular East Coast home ports.

Held off the east coast of Florida and the Carolinas, the exercise also provided U.S. submarines with training in evasion and attack. Objects of the mock attacks were the submarines *uss Burrfish* (SS 312), *uss Runner* (SS 476) and *uss Cobia* (SS 245).

## Desert in an Oasis

The latest addition to Naval Ordnance Laboratory's variety of facilities for environmental research is the "Desert Room."

The "Desert Room" is a small, completely enclosed space, entered through two doors which form a "vapor lock." The walls and ceiling of the room are completely lined with sheet metal. Most of the seams are sealed with a special lead-backed adhesive cellulose tape designed especially for vapor-barrier applications. The floor is sealed with asphalt-saturated slaters' felt, topped with battleship linoleum. The room's construction thus makes it virtually vaporproof, as far as infiltration is concerned.

Purpose of the "Desert Room" is to provide a low-humidity atmosphere in which to carry on work involving chemicals which have a great capacity to absorb water. These "hygroscopic" chemicals take on water so rapidly that any exposure, even to the air-conditioned atmosphere of NOL's main building, can spoil their quality within three to five minutes.

## What the Well Dressed Aviator Will Wear

If you think the armored-knight of old had a load to carry around with him just take a look at today's pilot—he carries 89 items of clothing and equipment.

The numerous pieces of equipment, like the knight's suit of armor, are designed to protect and prolong the life of their wearer. However, unlike the knight who had to be hoisted onto his horse, the pilot of today manages to get aboard his plane without such assistance.

To be sure the pilot knows how to make best use of all this equipment, a survival officer is attached to each carrier-borne air group.

When the survival officer declares the water temperature low enough to be dangerous, the pilots don their rubber exposure suits. They may not like it but they know that, hot or not, all or part of this equipment could save their life.



NOT A HOIST—though you'd think today's pilot would need one—A-frame helps flyer practice 'chute removal technique on board ship.

## Teamwork Pays Off in Korea

The Marine captain speaks no Korean and his pilot speaks no English but they team up several times a week to help *uss Rochester* (CA 124)—or any other long-firing warship—lobber Red positions on the eastern end of the battle line.

Captain Frank Dill, USMC, has been flying over enemy installations far in-

land in a spotting plane piloted by a ROK aviator. Observing the fall of the cruiser's eight-inch shells, Dill radios corrections to the ship that put her guns directly on-target.

"We need the big guns," Captain Dill says, "to destroy enemy supplies that are beyond artillery range. And it really hurts them when they lose those front line supplies."

A recent day's spotting by the pair netted *Rochester* batteries 12 buildings, 20 large stacks of supplies and 75 yards of trench destroyed and several gun positions and bunkers damaged.

## Crane Crosses Rice Paddies

Marine Sergeant Harold B. Kaupp, a member of the crash crew at an airbase in Korea, has rigged a crane on a medium utility truck to speed up the rescue of airmen who may be trapped under plane wreckage.

The crane, a detachable "A-frame" boom, is mounted on the truck's front bumper. It can handle about 2.5 tons. Although similar rigs have been mounted on larger trucks, a medium truck so fitted can traverse paddies and rugged Korean terrain that might stall a larger truck.

Mounted as it is on the front instead of the rear, the boom can be swung into position more quickly. A few seconds saved here could mean the difference between life or death.

## Medal Won by Navy Captain

One of the Navy's top authorities on submarine medicine, Captain C. W. Shilling (MC), USN, has been awarded a Founders' Medal by the Association of Military Surgeons of the U. S.

Speaking of Dr. Shilling's 20 years of medical research, principally in the field of submarine medicine and deep sea diving, Rear Admiral Lamont Pugh, the Navy's Surgeon General, noted that "when a submarine is lying on the bottom of the ocean with a crew of human beings aboard, the kind of expert knowledge on which their salvation may well depend is possessed by an extremely small number of doctors."

As one of this small number, Dr. Shilling had supervised the medical aspects of the rescue of 33 men from the sunken submarine *Squalus* off Portsmouth, N. H., in 1939.

## Sailors Solve Housing Problem

Here are two ways to beat the housing shortage in Japan. If you don't want to wait 14 months for government housing, you can rent a private Japanese home or build your own. So says a release from NAS Atsugi.

Nearly one-third of the government housing formerly available to military personnel recently has been returned to the control of the Japanese Government, in accordance with an administrative agreement with the United States.

In the Tokyo-Yokohama-Zama-Atsugi areas, the Navy still has the use of 174 homes in Zama, 273 homes in Yokohama and 144 homes in

Tokyo. The present priority system is run on a point basis and is designed to reunite those families longest separated.

Aside from government-provided housing, there is a development near NAS Atsugi that servicemen have built themselves. Cost of building such a home varies with the size desired, but all work is done under contract and 45 days is the average time it takes to complete one.

The cost of actual construction of a house with two bedrooms, a kitchen, bath and living room runs about \$2,000, the Navy men state. But after the land, gas and electricity are paid for the bill runs to about \$3,000.

Most personnel plan an eventual

profit from the homes they have built, considering the resale value and the housing allowance they receive while living in them.

Japan-based sailors have one other alternative. If you don't have the time or finances to build, you may be able to rent a private Japanese home. These private homes are in abundance, but the problem is, believe it or not, to find one *small* enough. Most local homes have ten or more rooms and are too big for the average Navy family.

This is sometimes solved by combining with one or two other families to share the expenses. Servants can be hired collectively and the food and fuel bill divided. The average rent for a ten room home is \$140 per month.

## Benders, Hitchers and Braiders Have a Nice Twist

It was an all hands evolution when the sailors of the first lieutenant's department at the Anacostia Md. Receiving Station decided to build a knotboard. In one way or another each man in the sizable department contributed to the finished product.

The carpenter shop gang turned out the basic board. The metal shop built the miniature metal whaleboat, platform and movable davits that are mounted in the board's center. The paint shop accounted for the painted signal flags, storm warning flags and semaphore positions that fringe the inner boarder.

The actual knotting, bending,

hitching and braiding were done by the seamen of the outside detail under the direction of Boatswain's Mates Frank X. Murray and Eugene H. Shurts. In the inner section are the practical knots, hitches and bends used in everyday seamanship. The outer section contains the more decorative designs which would be used, for example, in MacNamara lace displays for a captain's gig or admiral's barge.

The men who built this six-by-nine foot knotboard don't claim that it is the "biggest or best in the Navy." They do claim, however, that it incorporates a few innovations.

## DesDiv 91 Makes It Three

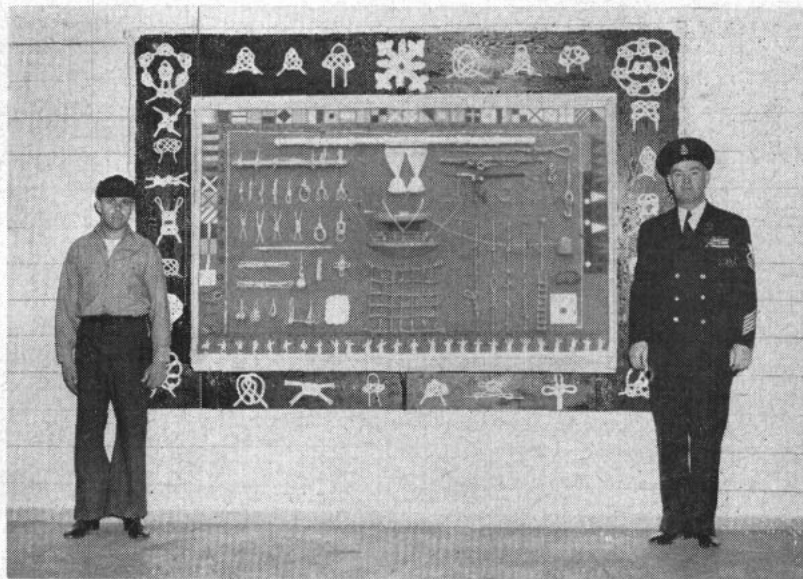
Setting the pace for ships of their type, the four ships of Destroyer Division 91 have returned to the Far East for their third tour of Korean duty.

The ships are *uss Mansfield* (DD 728), *uss De Haven* (DD 727), *uss Lyman K. Swenson* (DD 729) and *uss Collett* (DD 730). Along with *uss Juneau* (CLAA 119), they formed the entire warship component of Vice Admiral Charles T. Joy's combatant Navy at the outbreak of the Korean conflict.

Lying to at Yokosuka, Japan, at the time, they soon got underway in support of the U. N. land forces. East-coast blocking operations gave them an opportunity to brush up on their gunnery. In mid-September 1950, DesDiv 91 was selected for a key assignment in the landing at Inchon on Korea's west coast.

Taking a position a few hundred yards off Wolmi Island, the tin cans acted as "sitting ducks," drawing fire from hidden, uncharted guns and forcing enemy gunners to reveal their positions. When the gunners took the bait, cruisers stationed further offshore opened up on the gun positions. With this job accomplished, the DDs also drew fire away from the landing craft and took a hand in pounding shore installations themselves.

Several hits were taken by the destroyers, but the landing was a success. The DDs were part of the Task Element awarded the Navy Unit Commendation. Since that time the four ships have taken part in several other engagements of the conflict.



**KNOTTY PROBLEM** was solved at NavRecSta, Anacostia, D.C., when men of first lieutenant's department turned to on kingsize knotboard.



## Double Celebration for Brothers

When Douglas Dee Brenner, Second Lieutenant, USAF, was ordered to the *uss Oriskany* (CVA 34) as an exchange pilot, he not only got to witness Navy carrier operations for five days, but he was also able to visit with his twin brother, Ensign David L. Brenner, a pilot in Fighter Squadron 874, which flies from *Oriskany*.

The two pilots celebrated first a reunion, then the narrow escape of Navy Airman David Brenner when he was shot down while flying a combat mission over Korea, in waters near Hungnam. The incident, which occurred on the Air Force pilot's fourth day aboard, provided firsthand information on how the Navy rescues downed pilots.

A helicopter from the cruiser *uss Los Angeles* (CA 135) was close by the scene of the crash and picked up David minutes after he hit the water, returning him to the cruiser.

Commented Douglas: "Carrier flying is all right, but I like 9000 feet of runway and solid ground underneath me." David, the older of the twins by four minutes, replied: "I like solid ground, too, but I've never seen any that would compare to the solid deck of the cruiser *Los Angeles*."

## Cascades of Thanks for Cascade

When the destroyer tender *uss Cascade* (AD 16) completes her goodwill visits to countries in the Mediterranean area this spring, many refugee and war orphaned children will be better clothed and cared for.

Starting the ball rolling in behalf of under-privileged children, the 800 officers and men of *Cascade* voluntarily donated \$1,200 to purchase clothing. The skipper of the destroyer tender then sent an appeal for clothing and toys, both new and used, to the townspeople in the communities near Newport, R. I., where the ship was based.

Navy recruiting stations in Providence, R. I., Pawtucket, R. I., Fall River, Mass., and New Bedford, Mass., were designated as collection points.

Within a week, more than 1,000 pounds of clothing and toys were collected. Brought aboard, the garments and playthings were boxed in preparation to go to the waiting arms of many south European children.

The \$1,200 donated by the crew was used to purchase 250 clothing

## A Record: Fifty-Four Years of Continuous Naval Service

Here's a mark to shoot for: 54 years of continuous naval service. This half-century-plus achievement belongs to Captain Albert S. Freedman, SC, USN (Ret), who entered inactive status this Spring.

His Navy story starts in October 1898 when, as an 18-year-old, he enlisted as a landsman for yeoman at what was then the Navy Yard, New York. *uss Alliance*, a wooden-hulled sloop with auxiliary power gave him his first Navy training.

The turn of the century saw him as a crewmember of *uss New Orleans*, a cruiser, participating in landings during the Philippines campaign and the Boxer Rebellion in China. During the latter he was in the march from Taku to Peking. In 1903 he was serving in *uss Boston*, another cruiser, at Panama when Panama became an independent nation.

Recalling shipboard life in those early days, Captain Freedman said that men received butter only three times a month. Their meat diet was salt pork, varied twice a week with roast beef. The rest of the standard menu consisted of dried beans, peas, apples and peaches — in 25 pound cans. All fresh fruits and vegetables had to be purchased by the crew. "Rugged living," he concludes, "But still we had a reenlistment rate of almost 95 per cent."

Two years after enlisting, he became CPO and within 10 years he was appointed PCLK. His World War I service was highlighted by duty as supply officer in *uss Northern Pacific*, a transport carrying troops to Europe. In 1920, when this ship ran aground on New York's



OUT ON 54—CAPT Albert S. Freedman, SC, USN, enlisted as 'landsman' in 1898, finally calls it a day.

Fire Island, he found himself standing guard on the ship's upper deck over a cool million dollars in water-soaked U.S. currency!

At the outbreak of World War II he was a lieutenant commander on duty at Pearl Harbor, T.H. Following the surprise attack, he developed a system of furnishing survivors from the sunken ships with money, clothing, and messing facilities.

His next assignment was in the building and commissioning of the Bainbridge Md., Naval Training Center. Placed on the retired list in 1944, he nevertheless continued on active duty. In 1945 he took up commissary duties in the San Diego area. This was followed in 1950 by the last in a long and varied list of assignments — supply and fiscal officer of the San Diego NTC.

outfits at a discount from wholesale clothing dealers in Newport. All used clothing was washed or dry-cleaned while the ship was enroute to the Mediterranean so that the garments were fresh when they were distributed.

The ship's chaplain estimated that the ship could easily stock a small department store with all the clothing and toys she was carrying.

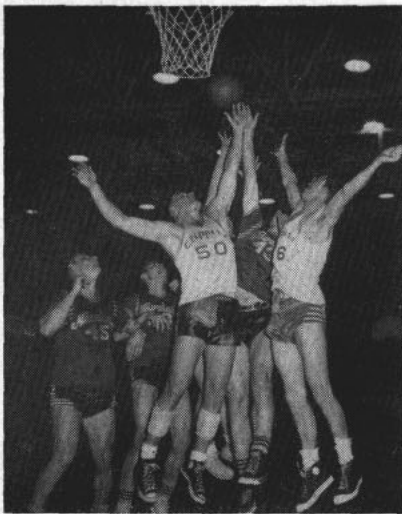
Now in the Mediterranean, *Cascade* is not only the flagship of the Commander, Service Forces, Sixth Fleet, but also is one of the best U. S. goodwill ambassadors.

## Guide to Navy Recipe Service

Copies of the new pocket-size booklet entitled *Salt Horse to Sirloin* (NavSandA 264) are being distributed to all Navy ships and stations.

The purpose of this 16-page booklet is to acquaint all commissary personnel with the Navy subsistence program and the development of the new "recipe card" service.

Cleverly illustrated with cartoons, the booklet begins with a description of the early days of Uncle Sam's Navy and continues up to today's method of recipe presentation.



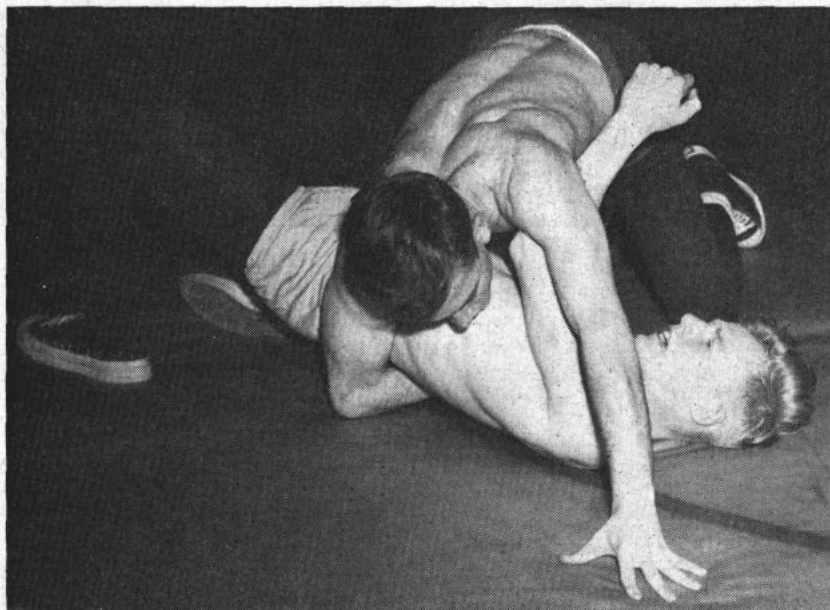
HOOPSTERS from USS *Helena* (CA 75) won Puget Sound Naval Shipyard tournament beating Shop 56, 49-46.

### 13th ND Hoop Champions

The winners and new basketball champions of the 13th Naval District are the Navalairs of NAS Seattle.

The district trophy was relinquished by the 1952 champion Clippers of Bremerton Naval Base who placed in runner-up spot in the 1953 finals.

Played on Bremerton's Puget Sound Naval Shipyard court, this year's tourney also had teams entered from NAS Whidbey Island, RecSta Seattle, NavSta Tongue Point and NavSta Tacoma.



GRAPPLER Bob Wood, RMSN, USN, Bainbridge Island, wins 136- pound title pinning Larry Christensen, TD2, USN, Whidbey, during 13th ND tournament.

### Navy Matmen Win 36th

Bluejacket wrestlers of NTC San Diego ran their victory streak to 36 straight by edging the Aztec matmen of San Diego State College, 19-15.

It was not an easy win. NTC had to overcome an early 13-point lead taken by the collegians before the Navy grapplers managed to break into the scoring column.

One of the best matches on the card was a no-fall decision contest between NTC's Glenn Hudson and State College's Frank Gigletto. Although the referee gave the final nod to the collegian, it was in no way discreditable to Hudson's ability. Gigletto, a former corporal in the Marines, is one of the top amateur men in the business. While in service, he was All-Navy bantamweight champ in 1949 and All-Navy featherweight crown winner in 1950, the last year wrestling was conducted on an All-Navy tournament level.

### Sailors Form Rugby Team

A new "first" in American armed forces athletic circles is scheduled to occur this month when the Bermuda Naval Station enters a bluejacket rugby team in the annual Nickel Shield Rugby Tournament.

Sponsored by the Bermuda Athletic Association as a special feature of the colorful Easter Week program, the rugby matches draw entries from several eastern U.S. colleges in addition to squads from the Bermuda



NAVY TWINS Jack Dempsey and Gene Tunney Jordan, both AD3s, trade punches in friendly bout.

league and teams from "in port" British vessels.

With the cooperation of the Bermuda AA, the naval station team was organized and is coached by Lieutenant Thomas B. Uber, ChC, usn, station chaplain who doubles as athletic officer. Prior to entering the naval service in 1945, Chaplain Uber was active in athletics at Carthage College, Carthage, Ill., and Lutheran Seminary, Gettysburg, Pa.

Rugby—the closest resemblance to our football—had its birth in the early 1800's at Rugby College in Warwickshire, England, the scene of Thomas Hughes' novel *Tom Brown's School Days*. For years it was called "Rugby's game." The game, as plain "Rugby," was later introduced in the U.S. in 1875 by a team from McGill University of Montreal, but it has never been as popular in America as in England.

### Wrestlers Win 2 Years in Row

NAS Whidbey Island, Washington, won the 13th Naval District wrestling championship for the second straight year, edging runner-up Bainbridge Island 45-43.

Ray Brandes (130 lbs), Ray Bascom (147 lbs), Nick Calcagno (177 lbs) and Jack Meyer (unlimited) won district championships for the winning Whidbey Island team.

New champions in the other weight class are: Bob Wood (136 lbs), Bainbridge Island; Joe Pino (157 lbs), Sand Point; Dave McKee (167 lbs), Bainbridge Island; and Joe Blevik (191 lbs), Sand Point.



## Diego Pistoleers Win

San Diego's Naval Training Center pistol squad launched their 1953 season with a bang in more ways than one. Paced by Team Captain Roy Chancey, QMSC, the Diego Deadeye Dicks captured two team trophies, one individual award and 32 individual medals to dominate the annual Southland Pistol Matches.

Sponsored by the San Diego Police Revolver Club, the Southland shoot yearly attracts some of the best pistol experts in the country.

In team competition, NTC gained first places in the .22-caliber and .45-caliber expert classes. In addition to Chief Chancey, team shooters were F. M. Bible, QMSC; V. H. Farr, GMC, and K. L. Bentley, GMC.

Chancey, who won the individual grand aggregate trophy by compiling the best score of any competitor in the match, also picked up 10 individual medals to add to his collection of more than 200 awards won in three-and-a-half years of pistol competition.

Chief Chancey's most valued prize is the Distinguished Pistol Award, the highest sharpshooting honor that can come to a serviceman. The award is held by only a couple dozen other Navy small arms experts. Chancey, who has served in the Navy for 28 years, also owns a Distinguished Rifle Award.

Other San Diego winners in the Southland contest included Chiefs Farr and Bentley who picked up five individual medals each and V. Pawlowski, BMCC, who won three individual awards.

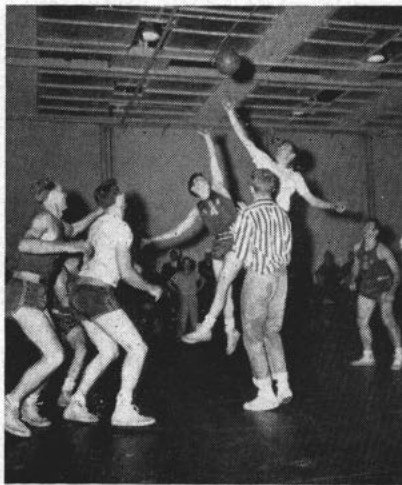
Also garnering miscellaneous individual honors were CHGUN C. E. Tate, R. H. Gentry, PN3, R. W. Cameron, GMC, L. A. MacKelvey, SA, and R. C. Alexander, MMC.

## Midway Hoopsters Rule Fleet

The basketball Golden Comets of USS *Midway* (CVA 41) are now court champions of the Sixth Fleet, having defeated the USS *Leyte* (CVA 32) quintet 71-67 in a title game played on board *Leyte* in Gibraltar harbor.

The *Leyte* hoopsters led throughout most of the game only to have victory and the title snatched from them in the final seconds by three consecutive foul shots by the *Midway* cagers.

Going into the title contest, the *Leyte* team boasted a 42-1 record, their lone defeat coming at the hands of the USS *Coral Sea* (CVA 43).



CARRIER HOOPSTERS vie for ball in game between USS *Leyte* (CVA 32) and USS *FDR* (CVA 42). *Leyte* won.

## Gitmo Softball Champs

The "Biggest Little Naval Air Station in the World"—Guantanamo Bay NAS—has been awarded the area softball championship trophy for the 1952 season.

No one would dispute claim to the title by the air station team—it dropped only one contest in a 28-game schedule.

Sparkplug of the champion "Flyers" was a 19-year-old seaman, Jess Novak, who rubbed the covers off the record books, winning 18 games in 18 starts. In 127 innings, Jess walked only 27 men, allowed but 12 runs and fanned 259 batters.

## Hawaiian Golf Winners

Championship trophies have been awarded to the winners in the 1952 Fleet Air Hawaii golf league.

In the "scratch" division, Fleet Air Hawaii bested nine other teams in intra-squadron competition with an undefeated season (although tied once). Fleet All-Weather Training Unit, Pacific, was runner-up with eight wins, one tie and one loss. Finishing in third spot was the Air Transport Squadron 21 "B" team with eight wins and two losses.

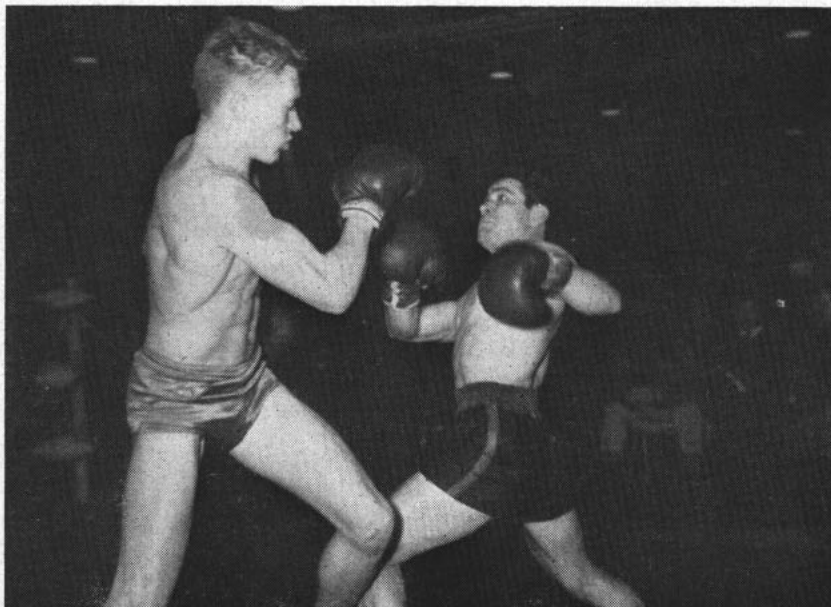
The handicap play-offs were clinched by linksmen of Airborne Early Warning Squadron One who defeated VR-21's "B" team in the finals. Third place honors were shared by FAW Staff and Utility Squadron One.

Also competing in the tourney were the VR-21 "A" team, Fleet Aircraft Squadron 117, Patrol Squadron 22, Marine Air Transport Squadron 152 and Barber's Point Naval Air Station.

## Texans Take Bowling Title

NAS Corpus Christi, Texas, won the 8th Naval District bowling championship with a score of 14,033. This marks the third time that this station has won the title.

NAAS Cabiniss Field, Texas, took second place with a final score of 13,057, while last year's district champions, New Orleans Naval Station, placed third with 12,589.



NAVY BOXER Doug Jones (left) of USS *Leyte* (CVA 32) trades punches with Greek fighter, Papadomulos, in bout on board carrier at Salonika, Greece.

# SIDELINE STRATEGY

A "three cushion" shot in the opening round of the Los Angeles Open Golf Tournament failed to unnerve Bud Holscher, YNSN, of PhibPac, as the slender, power-driving golfer went on to win the 1953 Los Angeles Open Amateur championship.

The incident occurred on the 18th hole on the opening day of the tournament. Holscher's tee shot landed 200 yards short of the green. He stepped up and fired a long four-wood.

The shot sailed wide of the green, landing squarely on the head of a photographer, careening off a pitcher of ice water on a nearby table and clipping a radio announcer on the chin—before settling 45 feet from the cup.

Undaunted by his freak shot, Holscher calmly stepped up and chipped it in for a one under par, his third straight birdie.

The Pride of PhibPac fashioned a 294 score for the 72-hole tournament with rounds of 72-78-72-72 to finish four strokes ahead of the nearest amateur and two strokes ahead of such pros as Jim Ferrier and Julius Boros.

With baseball back on the All-Navy sports scene, all teams will be pointing for the coveted diamond championship. The defending All-Navy baseball champion is SubPac, which won the title in 1949, the last year the tourney was held.

In that thrilling series at Honolulu Stadium, SubPac defeated the Quantico Marines 5 to 2, 10 to 6 and 7 to 1, after losing the initial game 5 to 3 in the best-of-five-game series.

Two members of the 1949 SubPac squad are still around and will form the nucleus for the "Raiders" squad this season. Machinist Arthur "Jack" Meacham, player-manager, will be in the outer gardens while the fiery Ernie Gonzalez, ME1, is set for the keystone spot.

Meacham is credited with hitting the longest home run of the '49 series, a 415-foot poke over the right center field wall. Gonzalez took the series batting title with a lusty .462 average.

\* \* \*

AirPac swamped all opposition as it won the 11th Naval District table-tennis tourney with a sailor by the name of Marion A. Trabert showing exceptional ability by scoring twin victories.

This is not too amazing for "Marion A." is better known as "Tony" Trabert of tennis fame, ex-NCAA titlist and a member of the '51 and '52 U.S. Davis Cup tennis team.

Trabert won the ping-pong singles crown by defeating teammate Paul Colen in the finals and then pairing with Colen to capture the doubles title, winning three matches out of four over AirPac teammates John W. Robinson and Laurence F. Sample.—Rudy Garcia, JO1, USN.



## Flying Wave is Bike Bug

Flying either in the air or along the ground, it's all the same to Sally Summers, a Wave electronics technician at NAS Barber's Point, Oahu, T. H. She's equally at home piloting a plane or maneuvering a motorcycle.

Making her solo flight at age 16, Sally has logged nearly 300 hours in the air despite the fact that she has done little flying since enlisting in December 1950. She received her commercial pilot's license for single engine planes while attending Stephens College at Columbia, Mo., from which she was graduated with degrees in aviation and photography.

During her flight training at Stephens she won a trophy for making "spot" landings, a stunt demanding exceptional precision, timing and accuracy.

As for cycling, when Sally left the U.S. in October of last year she had covered more than 19,000 miles in 32 states and part of Mexico on three motorcycles she has owned since 1950. Now added to her cycling itinerary is the greater part of scenic Oahu.

Wave Summers, who went to Hawaii with the second group of enlisted women to be stationed at Barber's Point since World War II, hopes to resume her flying activities while serving at the NAS electronics communication center, so if something streaks over—or past—there, chances are it won't be a suspicious "saucer"—it'll just be Sally the flying cyclist.

## Marines Get Soccer Lesson

When the Fifth Royal Inniskillen Dragoon Guards, the Irish Tank Regiment of the British Commonwealth Division, "invaded" a U. S. Marine sector in Korea, it was all part of a pre-arranged maneuver—the Marines' First Anti-Tank Company had challenged the Irish tankmen to a soccer game.

Despite the fact that the Marines were strictly beginners at the sport, the Leathernecks surprised everyone (mostly themselves) by holding the British booters to a 5-5 tie until the closing minutes of the match when two quick goals gave the Dragoons a hard-fought 7-5 victory.

The Marines picked up some good soccer-playing points and more athletic contests have been planned by the UN units not only in soccer but in basketball and softball.



# THE BULLETIN BOARD

## Here's List of New, Combined and Discontinued Ratings

**Y**OU have probably heard that certain changes will be made in the Navy's enlisted rating structure in the near future. Here's a round-up of what those changes will be.

Changes are needed in the Navy's list of ratings from time to time to keep the ratings on hand in line with the needs of the service. The current change is the second such revamping to take place since World War II and is the result of the work of a Rating Structure Review Board which met in BuPers in 1952.

### No Inquiries to BuPers

BuPers does not desire inquiries or correspondence from enlisted personnel regarding changes in their ratings. Official directives will be issued to implement the transition of all personnel from discontinued ratings to other ratings, to give the new qualifications for advancement to the new or revised ratings, and to establish new Navy Job Classifications where needed.

Personnel eventually affected by the changes *will continue to advance in ratings they now hold*. They will *not* be changed from one rating to another until specific BuPers instructions are issued.

### Definitions of GSR, ESR and EESR

Before you study the summary of new ratings established and discontinued, you should understand the purposes of the different types of ratings.

What is the difference in the terms "*rating*" and "*rate*"?

*Rating* applies to groups of Navy occupations which require basically related aptitudes, training, experience, skills, physical and mental abilities. Within each rating there are four *rates* which indicate the man's pay grade and his level of aptitude and responsibility. A petty officer (pay grades E-4 through E-7) is advanced in his *rating* to the next higher *rate*. In the three lower pay grades (E-1, E-2 and E-3) personnel possess rates but not ratings.

Here are the definitions of the three types of ratings:

### • General Service Ratings (GSR)

are those that represent the minimum needs of the service and are intended solely for use in peacetime by the Regular Navy. They cover broad occupational areas and consequently demand considerable versatility. For example, Draftsman (DM) may be called upon for work in the electrical, illustrative, lithographic, mechanical, structural or topographic fields.

The need for such versatility is that only a limited number of personnel can be accommodated aboard each ship. An adequate number and variety of skills must be available to make the ship self-sufficient for extended periods of operation at sea. Aboard a modern destroyer, for instance, there are 504 individual jobs which must be filled in battle and routine cruising. The maximum number of officers and men who can be accommodated is 335. In addition, in time of battle it is frequently necessary for other crew members to be capable of taking over the duties of casualties.

• **Emergency Service Ratings (ESR)** were established as a result of World War II experiences to meet the conditions of full mobilization when the best use of limited training-in-service time was available and civilian skills were quickly adapted to Navy needs. Therefore, a system for subdividing most of the General Service Ratings into specialties in time of war (or partial mobilization

in national emergencies) has been established.

For example, an Electronics Technician (ET) in the peacetime Regular Navy may in time of full mobilization become an ETN, working on communications equipment only. An ETR will work only on radar; an ETS only on sonar devices. (All ESRs add a third letter to the two-letter GSR abbreviation to show the man's specialty.)

Sometimes ESR and GSR ratings are identical, as in the case of Radarman (RD) and Surveyor (SV). This is because the selection or training for narrower duties within a type occupation is difficult or impractical, or the occupation cannot be subdivided.

The restricted scope of the ESRs often makes them similar to some jobs in industry. It is therefore possible for the Navy to use certain civilian skills after only brief recruit and on-the-job training.

A Navy publication, *Emergency Service Ratings* (NavPers 15799-A), which gives general information on relationship of one type of USNR rating to the other, outlines the duties of ESRs, and shows their relationships to civilian jobs.

All Naval Reservists (except ANR personnel), whether in the Ready, Standby, or Retired Reserve, are classified according to emergency service ratings for purposes of training and advancement. When ordered to ac-



## THE BULLETIN BOARD

tive duty with the regular establishment, they retain these ratings.

Under the reclassification of Regular Navy men into emergency service ratings planned for full mobilization, Regular Navy members can compete for promotion on an equal footing with Reservists ordered to active duty. Since the Korean conflict does not involve *full mobilization*, personnel in the Regular Navy keep their GSRs. Reservists, however, are ordered to active duty in their ESR. To advance, the men in ESRs take the

GSR exams but are scored only on items dealing with their specialties. At the end of a period of full mobilization, all Reservists who decide to enlist in the Regular Navy must qualify for the more versatile GSRs.

• **Exclusive Emergency Service Ratings (EESR)** are established for some fields where only a few billets exist. These are assigned to Naval Reserve specialists, and cover jobs like that of Photogrammetry Assistant (ESP), which are too specialized or too seldom called for to be retained

in the peacetime Navy organization or in the Naval Reserve. If these jobs are done at all in peacetime, they are assigned as collateral duties of other qualified ratings or to civilian employees at shore activities. Reservists with such Exclusive Emergency Service Ratings keep them when they enter on active duty during a full mobilization.

### Summary of New Ratings

Here is a summary of the new ratings, discontinued ratings and ratings to be combined with others.

New rating opportunities will be opened to qualified Regular Navy enlisted personnel by the establishment of three new General Service Ratings: *Guided Missileman*, *Aviation Guided Missileman* and *Aviation Fire Control Technician*. For Naval Reservists, there are six new Emergency Service Ratings added to the rating structure.

Two guided missileman ratings have been established in order to provide trained personnel in the field of surface-launched and air-launched guided missiles.

The *Aviation Fire Control Technician* rating will be established "to adjust, maintain, test and install all aviation fire control and component equipment."

Two General Service Ratings will be discontinued and absorbed into other GSR ratings: *Printer* (PI) will be combined with *Lithographer* (LI) and *Aviation Electronics Man* (AL) combined with *Aviation Electronics Technician* (AT). Printer personnel will gradually be requalified as Lithographers over a period of four to five years. This action was taken because lithographic equipment is gradually replacing letterpress equipment in the Navy.

The AL rating was combined with the AT rating because the two were being used interchangeably as aircrewmen (operators of airborne electronics equipment). All class "A" AT and AL school graduates are now being designated ATAN.

The six new Emergency Service Ratings established are: *Fire Control Technician A* (automatic directors) (FTA); *Fire Control Technician M* (manually controlled directors) (FTM); *Fire Control Technician U* (underwater) (FTU); *Fire Control Technician G* (missile guidance systems) (FTG); *Damage Controlman*

CHANGES IN RATING STRUCTURE			
NEW RATINGS		RATINGS DISCONTINUED	
General Service Ratings			
See Note	Guided Missileman	PI	Printer—To be combined with Lithographer (LI)
See Note	Aviation Fire Control Technician	AL	Aviation Electronics Man—To be combined with Aviation Electronics Technician (AT)
See Note	Aviation Guided Missileman		
Emergency Service Ratings			
TMT	Torpedoman's Mate T (Steam/Mechanical)	BMK	Boatswain's Mate K (Canvasman)
TME	Torpedoman's Mate E (Special/Electric Drive)	TMT	Torpedoman's Mate T (Mechanical)
FTA	Fire Control Technician A (Automatic Director)	TME	Torpedoman's Mate E (Electrical)
FTM	Fire Control Technician M (Manually Controlled Directors)	TMS	Torpedoman's Mate S (Special)
FTU	Fire Control Technician U (Underwater)	RMN	Radioman N (Radioman)
FTG	Fire Control Technician G (Missile Guidance Systems)	RMT	Radioman T (Land Line Telegrapher)
DCA	Damage Controlman A (ABC Defense)	PNR	Personnel Man R (Recruiter)
See Note	Aviation Boatswain's Mate (Airship Rigger)	PNW	Personnel Man W (Chaplain's Assistant)
		DCP	Damage Controlman P (Painter)
		ATA	Aviation Electronics Technician A (Aircraft Equipment)
		ATG	Aviation Electronics Technician G (Ground Equipment)
		ATO	Aviation Electronics Technician O (Ordnance Equipment)
		AOF	Aviation Ordnanceman F (Fire Controlman)
Exclusive Emergency Service Rating			
See Note	Chaplain's Assistant	ESB	Master-at-Arms (Shore)
		ESS	Shore Patrolman
		ESK	Chemical Warfareman
		EST	Transport Airman
		ESA	Airship Rigger
NOTE: Rating abbreviations to be determined.			



A (ABC defense) (DCA) — incidentally ABC means “atomic-biological-chemical”; and *Aviation Boatswain's Mate* (airship rigger.) No designation (abbreviation) has been determined for the last rate.

The Board recommended modification of the Damage Controlman rating to include the responsibilities of ABC Defense — atomic-biological-chemical — and the new emergency service rating of DCA was established.

Under *Aviation Boatswain's Mate* (airship rigger), a new emergency service rating replaces the former exclusive emergency service rating of *Airship Rigger* (ESA). The general service rating of AB will not require the airship rigger qualifications.

The only new Exclusive Emergency Service Rating established since World War II are discontinued. These are listed in the accompanying table.

Ten Emergency Service Ratings and five Exclusive Emergency Service Ratings established since World War II are discontinued. These are listed in the accompanying table.

*Torpedoman's Mate* emergency service ratings, *TMT* (mechanical) and *TME* (electrical) have been revised and *TMS* (special) has been disestablished. The new rating *Torpedoman's Mate T* (steam/mechanical) will absorb the old *TMT* (mechanical). *TME* (special/electric drive) will absorb both *TME* (electrical) and *TMS* (special).

Four new Emergency Service Ratings for the Naval Reserve will be established under the Regular Navy *Fire Control Technician* rating. They are *FTA* (automatic directors), *FTM* (manually controlled directors), *FTU* (underwater), and *FTG* (missile guidance systems). The new ESR specializations will provide positive identification for purposes of training and assignment of Naval Reservists on active duty and in Naval Reserve training components which train with fire control systems and guided missiles systems.

In addition to the general service ratings and emergency service ratings combined with other ratings as mentioned above, the following ESRs will be discontinued: *Radioman N* (radioman) (RMN); *Radioman T* (land line telegrapher) (RMT);

## HOW DID IT START

### Three-Fourths of Earth's Surface Is All Wet

With the exception of a few immense landlocked salt lakes, such as the Dead Sea and Caspian Sea, all of the world's salt water can be included under four broad headings — the Atlantic, Pacific, Indian and Arctic oceans.

Although there are some two dozen better-known seas, Caribbean, Mediterranean, Baltic, Arabian, North and Bering, to name a few, they all actually are arms or subsidiaries of the four main groups.

The adventurous expression “to sail the Seven Seas” does not apply to any particular seven bodies of water. The term usually is considered as referring to the greater per cent of the world's ocean area.

Many sailors are under the impression that the Seven Seas, specifically, are the North and South Atlantic, the North and South Pacific, the Indian, the Arctic and Antarctic oceans. Factually, this is erroneous. The term “Seven Seas” appears (and refers to many different bodies of water) in ancient Roman, Hindu, Chinese and Persian literature written long before the oceans were given their present names or even known to many inhabitants of Europe and Asia.

Moreover, map makers have now dropped the “Antarctic Ocean” from their charts. It was ascertained that Antarctica actually is a land-mass continent and the sea surrounding it is not a separate body of water but merely the combined southern reaches of the Atlantic, Pacific and Indian oceans.

The Pacific, the world's largest ocean, was discovered by the Spanish conquistador Vasco Balboa in 1513 but it did not receive its name until seven years later. In 1520, the Portuguese navigator Ferdinand Magellan sailed into this water through the straits bearing his name. Because Magellan found this new sea so placid and relatively free from storms and bad weather after his tempestuous voyage around the tip of South America, he named it “Pacific,” from the Latin “*pacificus*” meaning peaceful.

The second largest ocean, the Atlantic, bears a Latin name meaning “of Atlas.” In



ancient days Mount Atlas and the Atlas Mountains in northwestern Africa were given the name of that character in Greek mythology. Later, “atlantic” came into common use as designating anything pertaining to the Mount Atlas Area.

The Mediterranean Sea, an arm of the Atlantic and the largest inland sea, gets its name from the Latin words “*medius*” (middle) and “*terra*” (land). Literally, Mediterranean means “in the midst of lands.”

Another large division of the Atlantic is the Caribbean (correct pronunciation: Ka-ri-BEE-un, accent on the next to last syllable), so called after the Carib (KA-rib, “a” as in add) Indians which Columbus found inhabiting the Lesser Antilles islands of the West Indies (Caribbean often is mispronounced Kuh-RIB-ee-un).

The Arctic Ocean is so named because it is situated under the northern constellation called the bear (in Latin, “*Ursa*”) for which the old Greek name was “*arktikos*” or “*arktos*” and which later in Middle English became “*artik*.” “Antarctic” is from the two words “*anti-arktos*” which mean “opposite the bear.”

The Indian Ocean got its name in a more simple fashion. The ocean lies close to India, hence, “Indian Ocean.”

Altogether, these bodies cover approximately three-quarters of the earth's surface.

*Damage Controlman P* (painter) (DCP); *Aviation Electronics Technician A* (aircraft equipment) (ATA); *Aviation Electronics Technician G* (ground equipment) (ATG); *Aviation Electronics Technician O* (ordnance equipment) (ATO); and *Aviation Ordnanceman F* (fire controlman) (AOF).

The emergency service rating of *Radioman N* (RMN) will be combined with the general service rating of (RM) *Radioman*. The *Radioman*

*T* (and line telegrapher) (RMT) which involved the hand-key operation of land telegraphic systems and use of the Morse Code sounders is now rapidly being replaced by automatic teletype systems.

The duties of *Damage Controlman P* (painter) (DCP) will be incorporated into the duties of *Boatswain's Mate* general service and emergency service ratings. BMs must be qualified to supervise the preparation of surfaces for painting and the applica-

tion of paint aboard ship, whereas DCs are not currently concerned with painting except in relation to fire hazards and faulty practices.

*Discontinuation of the ATA (aircraft equipment) and ATG (ground equipment) emergency service ratings (which are to be combined with the general service rating of Aviation Electronics Technician) was ordered because the maintenance of the limited aviation electronic equipment not installed in aircraft does not warrant these specially trained personnel.*

The duties of the emergency service ratings of ATO (ordnance equipment) and of AOF (fire controlman) will be incorporated into the new general service rating of Aviation Fire Control Technician (rating abbreviation yet to be determined).

Five exclusive emergency service ratings, will be deleted. These are Master-at-Arms (shore) (ESB); Shore Patrolman (ESS); Chemical Warfareman (ESK); Transport Airman (EST) and Airship Rigger (ESA).

The ESB and ESS ratings are discontinued because the billets which are filled by men in these ratings can be filled by men in ratings which have too few shore billets to accommodate personnel normally rotated.

The ESK rating will be merged with the Damage Controlman (DC) general service rating and the EST rating is taken over by Aviation Boatswain's Mate and Aviation Storekeeper ratings and the Airman (AN).

The changes outlined above were approved by the Secretary of the Navy and concurred in by Fleet commands and the Bureaus and offices of

the Navy Department which have a technical interest in the ratings affected. Qualifications for advancement in the newly established ratings are now being developed and will be announced by the Chief of Naval Personnel as soon as practical.

Since the rating structure for enlisted personnel constitutes the foundation for the entire personnel administration system, Navymen will be interested in some of the problems considered by the Board other than the above changes in the rating structure.

The numerical expansion of the Navy and increased technical complexity of material have combined to expand the rating structure and require an intricate system of personnel administration, the Board held.

The present rating structure and systems of qualifications, classification, distribution and personnel accounting, are still so new and complicated that no longer can anyone safely assume that long association with the enlisted personnel system will insure a thorough understanding of its administration.

It was the Board's opinion that only when all personnel administrators become as familiar with the system of enlisted personnel management as they are with instructions for the operation and maintenance of ships and material will the desired level of performance in personnel administration result.

The Board warned that there is a trend toward over-specialization. The size of ships restricts the number of personnel that can be accommodated and hence limits the number available to accomplish specialized jobs. Men aboard combatant ships must be capable of performing not just one but several jobs. Any increase in personnel required on board ship necessarily increases the space requirements for berthing, messing, food, refrigeration, ventilation and water. A weight computed in excess of one half ton increase in displacement is required for each man added over full complement. Such increases serve to reduce the offensive power, cruising radius and other fighting capabilities of the ship.

The problem of maintaining, repairing, operating and fighting ships with a limited crew is not new. Our ships have been confronted with the

problem for years. No other solution is practicable than to train the Regular Navy man (GSRs) for multiple duties. Hence, the personnel requirements of the Navy differ from those of the Army, Air Force and the civilian economy. The result is, a highly trained, versatile Navyman. In respect to this problem, the Board concluded that because of the limited numbers that can be accommodated in ships, the Navy must have personnel of high versatility and cannot accept the restrictions of over-specialization in its enlisted ratings.

In considering recommendations for the establishment of new ratings, the Board said that after a new, specialized field has been fully developed and crystalized, if it is apparent that a new rating is in fact needed, and the required qualifications are found to be sufficiently different from those already on hand, only then should the creation of a new rating be considered and another rating established.

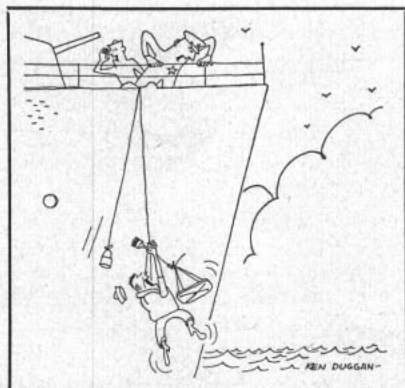
In all, the Board considered 47 recommendations for additions, deletions and mergers of ratings. The final results are listed in the accompanying table. (See page 44.)

## CPOs and PO1s Appointed To Warrant Rank by Board

Appointments to the grade of temporary warrant officer (W-1) have been mailed out to 75 CPOs and PO1s of the Regular Navy and Naval Reserve. These appointments are effective upon acceptance by the recipients. The new WOs will take dates of rank as of 1 Jan 1953.

Appointees of this group were from among those men recommended for appointment by a board convened in April-July 1952. Men who were less than 35 years of age on 1 Jan 1952, who had more than six years of naval service and who were on active duty at the time, were considered by the Board.

The names of the above group were among those which had been placed on an eligibility list. Warrant appointments from this list are made as vacancies occur. WOs were appointed in the following categories: boatswain, gunner, torpedoman, machinist, radio electrician, carpenter, ship's clerk, acting pay clerk and warrant officer, hospital corps.



"Hang on lad, help's coming—and for gosh sake, don't drop that brush. It's the last one we get from supply."



## Regulations on Proceed Time, Travel and Delay Allowed To Newly Commissioned Officers

Many inquiries are received by BuPers and ALL HANDS regarding proceed time, travel time, and delay allowed to officers carrying-out their first duty orders.

A new statement and definitions on the subject are published in BuPers Notice 1321 (6 Feb 1953). At the same time the Bureau announces a revision of "Useful Information for Newly Commissioned Officers," NavPers 10802A (Rev. 1953). Copies of the new booklet will be available at various officer training schools beginning in May.

The basic authority for proceed time, which specifies that an officer ordered to report for duty will report within four days, exclusive of travel time, is found in Navy Regulations, Art. 1229, and BuPers Manual, Art. C-5313(g).

NROTC, ROC students and others in civilian status, when commissioned, are not eligible for *proceed time* in carrying out their first orders to permanent duty, but they may receive the regular active-duty pay and allowances for *travel time* prescribed by BuSanda Manual V, 54205 and 54230.

When travel by private conveyance is specifically authorized in orders to newly commissioned NROTC or ROC officers, one day is allowed for each 300 miles traveled and for each fraction of 300 miles in excess of 150 miles.

On the other hand, when OCS students receive their commissions, they are already on active duty and are therefore considered as making a permanent change of duty station. Hence, the OCS students is entitled to proceed time and travel by private conveyance at the rate of one day for each 250 miles or fraction thereof of 100 miles or more.

A Reserve officer called to active duty is placed on the pay roll when he actually reports for duty in the U.S., or on the date he reports for passage to a duty station outside the U.S. He is then also given credit for active-duty pay and allowances to cover the time required for physical examination and travel as provided by BuSanda Manual V, 54205 and 54230.

Reserve officers may be granted

delay en route to their first duty station and in such case are not in a pay status until they report for duty.

Any delay granted to Regular Navy officers en route to their first duty station is charged against their annual leave.

## Sea Duty Requirements Eased For Promotion to LCDR or Below

The section of the Officer Personnel Act of 1947 which requires line and limited duty officers in the rank of lieutenant of the Regular Navy to complete two years' sea or foreign shore duty, prior to promotion to the next higher grade, has been suspended for the duration of the present emergency, according to the announcement in BuPers Inst. 1412.7 of 12 Nov 1952.

The sea or foreign service requirements are now applicable only to Regular Navy line and LDO officers being promoted to the grade of commander and above.

If an eligible officer has completed all qualifications except sea or foreign shore requirements for promotion, his actual advancement is held in abeyance pending the completion of such sea or foreign shore duty. The pay and allowances for the higher grade accrue, however, from the date of vacancy, and the lineal position of the officer concerned is not affected by the delay.

## USN and USNR Lieutenants On Active Duty Promoted

Lieutenants, 946 in number, have been selected for temporary appointment to the grade of lieutenant commander. Included in this number are line and staff corps officers of the Regular Navy and Naval Reserve. Reservists considered were those who reported for active duty on or before 1 Jan 1953.

The tabulation of line officers is as follows: USN-110, USNR-282, USN (T)-247, LD-30, SD-3, ED-9 and AED-2. Staff Corps selections were made as follows: Civil Engineer-31, Medical-12, Supply-104, Dental-19, Chaplain-25 and Medical Service-72.

Appointments will be issued as vacancies occur. It is expected that some 10 per cent of the newly selected lieutenant commanders will be formally appointed to their new ranks effective 1 April 1953.

# HERE'S YOUR NAVY

The Navy's aerologists are becoming more and more interested in a big wind blowing high in the sky. This is known as the jet stream and it's a wandering, fast-moving stream of air which moves along at from three to 10 miles above



sea level. Its top speed—which can surpass 300 mph—is reached at from five to eight miles up. The jet stream is both wide and shallow, averaging about 100 miles in width and about three miles in thickness.

The jet stream has its main axis between the latitudes of Virginia and southern Florida and ordinarily blows from west to east. Its presence was only suspected during World War II when



it accounted for bombers missing their rendezvous with their fighter escorts, for planes making exceptionally fast—or slow—speeds and for planes being blown far off their course.

Flying with it or against it can make a great difference to an aircraft. Riding with it is like riding in on a surfboard; fighting against it is like swimming out against a rolling surf. In an attempt to obtain more data on the jet



stream, fliers from the Patuxent, Md., air test center fly their specially equipped F3D Skynights in, around and through the stream. They have already found out, for example, that it doesn't stay in one place, but meanders, snake-like, both sideways and up and down.

## Explosive Ordnance Disposal Course at Indianhead Open To Officers and Enlisted Men

The number of classes convening this year in the basic course, explosive ordnance disposal at the Naval School, Explosive Ordnance Disposal, Naval Powder Factory, Indianhead, Md., has been increased to nine instead of four as last year.

The reason for the increase is a greater demand for officers and enlisted personnel qualified in explosive ordnance disposal which has grown out of the current emergency.

Convening dates for classes in the six-month course for the remainder of this year are: 25 May, 22 June, 20 July, 17 August, 14 September and 12 October.

Applications for the course are desired from general line officers, both Regular and Reserve, in the grades of lieutenant (junior grade) and ensign as well as from enlisted personnel with the rating of gunner's mate, torpedoman's mate, mineman and aviation ordnanceman.

All personnel volunteering for this training must be first class swimmers and physically qualified in accordance with article 15-30 of the *Manual of the Medical Department*. A medi-

cal officer's statement of the applicant's physical qualifications must be attached to each request. No requests will be processed without this M.O.'s statement.

Enlisted personnel should have a minimum GCT of 55, an MK ELECT or MECH of 50, and must have 2 years of obligated service or agree to extend their enlistment.

Reserve officers requesting explosive ordnance disposal training must forward with their applications signed statements binding them to serve on active duty for a period of one year following completion of such instruction, if the needs of the service so demand.

Personnel selected for training in explosive ordnance disposal will be ordered to duty under instruction involving demolition of explosives as a primary duty and will be entitled to incentive pay during this period. This will mean more than \$300 to EMs and \$600 to officers who finish this course.

The course includes training in the recognition, operation, and use of underwater and land-explosive ordnance together with the correct methods for rendering safe and disposing of such ordnance.

Each student is trained in the theory, equipment and techniques of

shallow-water and deep-sea diving as related to underwater ordnance disposal work. This training leads to qualification as explosive ordnance disposal technician and as diver second class.

Upon completion of the basic explosive ordnance disposal course, students will be ordered to duty under instruction at the Naval School, Deep Sea Diving, Naval Gun Factory, Washington, D. C., for one month to receive training in underwater swimming using self-contained underwater breathing equipment.

Officers should submit their requests to the Chief of Naval Personnel Attn: (Pers Blllh) via their commanding officers.

Enlisted personnel should submit their requests via their commanding officer to ComServPac or ComServLant as appropriate. Enlisted personnel assigned to continental shore activities should submit their requests to the Chief of Naval Personnel Attn: (Pers B212). Additional information is contained in BuPers Instruction 3571.2A.

## Self-Study Course Open to EMs Applying for Prep. School

Navy men preparing for the service-wide preliminary examination (to be held 6 July 1953) for assignment to the U.S. Naval Preparatory School, Bainbridge, Md., to qualify for entrance examinations for the U.S. Naval Academy, are advised that certain USAFI texts and courses are available for review study.

The candidate may select the educational materials or correspondence courses for the type and level of review work that he feels he may need. For the average student who wishes thorough review coverage of prerequisites, BuPers believes the USAFI correspondence courses are preferable.

The recommended courses for review are listed in BuPers Inst. 1530-18 (29 Jan 1953). Texts and materials may be obtained from information and education officers. Applications for USAFI correspondence courses may also be placed through I&E offices.

The self-teaching and correspondence courses cover the following subjects: algebra, geometry, English (literature and composition), and American history.

## New Enlisted Correspondence Courses Available

Four new Enlisted Correspondence Courses and two newly revised courses are now available from the U.S. Naval Correspondence Course Center. All enlisted personnel, whether on active or inactive duty, may apply for them.

Applications should be sent to the U.S. Naval Correspondence Course Center, Bldg. RF, U.S. Naval Base, Brooklyn 1, N. Y., via the commanding officer for personnel on active duty. Naval Reservists may make application through their Reserve unit. Inactive Reservists may apply direct to the naval district commandant.

In most cases, applicants will be enrolled in only one correspondence course at a time.

Following is a list of the new courses. A complete round-up of Enlisted Correspondence Courses now available was given in ALL HANDS, November 1952, p. 44-46. Subsequent issues of ALL HANDS list new courses that have been published recently.

Title of Course	NavPers No.	Applicable to Ratings
This Is Your Navy	91208-1	All rates and ratings
Electrician's Mate 1	91525	CE, CEG, CEL, CEP, EM, EMP, EMS, IC
Chief Electrician's Mate	91526	CE, CEG, CEL, CEP, EM, EMP, EMS, IC
Utilities Man 1	91595	UT
Chief Utilities Man	91596	UT
Stewardsman	91691-1	TA, TN, TR

Navy men who have completed courses based on the earlier editions of *This Is Your Navy* and *Stewardsman* will benefit by enrolling for the new course.



## List of New Motion Pictures Scheduled for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature motion pictures available from the Navy Motion Picture Exchange, Bldg. 311, U.S. Naval Base, Brooklyn, N.Y., is published for the convenience of ships and overseas bases. The title of each picture is followed by the program number. Technicolor films are designated by (T). Distribution of the following films began in March.

The films announced in this column are distributed free to ships and overseas bases, and are paid for out of appropriations from the BuPers Central Recreation Fund.

*The Silver Whip* (1127): Western; Rory Calhoun, Dale Robertson.

*Angel Face* (1128): Melodrama; Robert Mitchum, Jean Simmons.

*The I Don't Care Girl* (1129) (T): Musical; David Wayne, Mitzi Gaynor.

*Mississippi Gambler* (1130) (T): Adventure; Tyrone Power, Piper Laurie.

*No Time For Flowers* (1131): Espionage drama; Viveca Lindfors, Paul Christian.

*Bandits of Corsica* (1132): Melodrama; Richard Greene, Paula Raymond.

*The Man Behind the Gun* (1133) (T): Western; Randolph Scott, Patricia Wymore.

*Ma & Pa Kettle on Vacation* (1134): Comedy; Marjorie Main, Percy Kilbride.

*I Confess* (1135): Drama; Montgomery Clift, Anne Baxter.

*Meet Me at The Fair* (1136) (T): Musical Drama; Dan Dailey, Diana Lynn.

*Blackbeard the Pirate* (1137) (T): Melodrama; Linda Darnell, Robert Newton.

*The Lady Wants Mink* (1138): Melodrama; Ruth Hussey, Dennis O'Keefe.

*Star of Texas* (1139): Western; Wayne Morris, Paul Fix.

*The Star* (1140): Hollywood story; Bette Davis, Sterling Hayden.

*Gun Smoke* (1141): Western; Audie Murphy, Susan Cabot.

*Come Back Little Sheba* (1142): Drama; Burt Lancaster, Shirley Booth.

*The Clown* (1143): Comedy; Red Skelton, Jane Greer.

*Treasure of the Golden Condor*

(1144): Adventure; Cornel Wilde, Constance Smith.

*Cow Country* (1145): Western; Edmond O'Brien, Helen Westcott.

*Jack McCall Desperado* (1146): Civil War melodrama; George Montgomery, Angela Stevens.

*San Antone* (1147): Western; Rod Cameron, Arleen Whelan.

*City Beneath the Sea* (1148) (T): Adventure; Robert Ryan, Mala Powers.

*The Hitch Hiker* (1149): Melodrama; Edmond O'Brien, Frank Lovejoy.

*Tangier Incident* (1150): Spy melodrama; George Brent, Dorothy Patrick.

*Northwest Passage* (1151): Drama; (reissue) Spencer Tracy, Robert Young.

## Four Year College Scholarship For Navyman's Son Qualifying

A four-year, full-tuition scholarship at a leading engineering college has been offered to the son of a Naval or Marine Corps Regular or Reserve officer, enlisted petty officer or non-commissioned officer on active duty, retired or deceased.

The student selected will be awarded free tuition amounting to \$600 a year at Rensselaer Polytechnic Institute, Troy, N. Y.

Application forms may be obtained from the Bureau of Naval Personnel (Pers G212), Washington 25, D. C. To be considered for the scholarship the application must be completed by the applicant and the principal of the last secondary school he attended and returned to the Bureau on or before 1 June 1953.

Candidates for the scholarship will be selected by a board of line and engineering officers convening at BuPers. Selection is based on high school scholarship, class standing, leadership qualities and participation in extra-curricular activities.

The successful candidate will enter Rensselaer Polytechnic Institute in the September 1953 class. In order to keep his scholarship he will have to maintain a grade average of 85.

Naval personnel having relatives or friends whom they consider eligible for the scholarship should bring this opportunity to their attention. Persons on active duty are not eligible.

This is the last year that this scholarship will be awarded.

## Sailor Says a Mouthful But It's All (n) Now

A new recruit at the Receiving Unit, U.S. Naval Training Center, Bainbridge, Md., recently caused a lot of excitement when he stepped up to have his clothing stenciled and announced that he had 29 names!

Here they are, just the way they were entered in the family Bible:

Alexander Morris Gene Saul  
Ralph Giles Gilbert Motoer Marquis Miles Marion Mayo John Charles James Gordon Bennett Adams Christopher Columbus Elijah Green Eversole Bradley Kincaide Robert Jefferson Breckenridge Stallard.

From this list of names that sound like a morning muster all in itself, young Stallard chose the name "Bennett."

So that's the way the Navy has it — "Bennett (n) Stallard." Little will an unsuspecting yeoman know when he picks up Stallard's service record sometime in the future that that "(n)" stands, not for "none" as is usually the case, but actually for no less than 27 middle names!

## Teaching Teachers to Teach At Instructor Training School

The 1000th student has been graduated from the 13th Naval District's Instructor Training School, Seattle, Wash., marking the close of its three years of "teaching teachers to teach."

Students of the two-week course are officers and selected petty officers of the armed forces whose primary duty is to teach military personnel the knowledge and skill required for advancement. Most of the graduates teach in Naval Reserve units.

The purpose of the instructor training course is to train men in the ability to teach military subjects and the principles and methods of teaching. They are also taught the selection and use of training aids, lesson planning, testing and other teaching techniques.

Graduates of the course have found its methods practical and useful, whether they are teaching the use of the Navy magnetic compass, how to splice and solder, or first-aid artificial respiration.

# Round-Up on New Qualifications for Advancement in Rating

IF YOU are preparing for the August service-wide competitive examinations you will be concerned with the new qualifications for your rating and rate.

A complete new set of "Quals" required of all Regular Navy and Naval Reserve personnel competing for advancement in rating will be distributed to naval commands beginning 26 May. Distribution will be completed in June 1953.

The revised edition of the *Manual of Qualifications for Advancement in Rating* (NavPers 18068 Rev. 1952) becomes effective upon receipt and applies to the August examinations.

The Navyman who understands the purpose of the 'Quals Manual' is in a better position to make use of it. The manual establishes the Navy's minimum standards for advancement in so far as military and professional qualifications go and permits an orderly and equitable promotion system for all enlisted personnel within a career pattern. The Quals are your guide to planning and studying for advancement.

Here is a summary of what you

## Research Unit Helped Compile Changes in Manual

On 1 July 1953, a little-known but important unit, the Naval Personnel Research Field Activity, Washington, D.C., observes the first anniversary of its founding and takes note of its part in compiling the Navy's new revision of the *Manual of Qualifications for Advancement in Rating* (NavPers 18068).

The mission of this activity is stated officially as follows: To implement the occupational research program of the Bureau of Naval Personnel by carrying out field studies; to gather data and information expeditiously in order that developments in personnel and management techniques may progress in step with developments in new weapons and equipment; to support the manpower requirements program of The Research and Development Board; and to implement the Secretary of Defense directives on effective utilization of manpower.



"Look Joe my correspondence course just arrived."

will find in the revised manual and a round-up of the major changes which have been made.

The revision is intended to bring about the following:

- More specific statements of the individual examination subject items.
- A closer relation of "Examination Subjects" to the performance requirements in the "Practical Factors."
- A reduction in the number of requirements limited to "own ship or station."

The manual is not a presentation in detail of all duties required of enlisted personnel in their respective ratings and rates. Rather, it is an outline of the minimum requirements common to all personnel of a rating for each pay grade level.

Substantial changes have been made in both the wording of the qualifications and the format used for presenting them.

Here is a brief point-by-point explanation of the revised manual's format — it's general arrangement and how it is made up.

Qualifications of enlisted personnel are now, as before, based on the two primary subjects of "military" and "professional" requirements for each rating and rate. Under each primary requirement comes a *Practical Factors* part and an *Examination Subjects* part.

*Practical Factors* refers to qualifications which include minimum skills and abilities required for advancement and which can best be demonstrated by performance.

*Examination Subjects* include the minimum knowledge required for work performance and which can

most accurately be determined by a written examination.

## Military Quals

Let's take a look at the arrangement of the *Military Requirements* — in the front of the *Quals Manual*, pages 1 through 6. Here we find the applicable Quals which all enlisted personnel (except where indicated for men or women only) are expected to demonstrate as a minimum requirement for advancement to each pay grade.

If you will check the "100 Series" Practical Factors with the "200 Series" Examination Subjects listed below, you will note the same subdivision titles are used in both series. This revision in format has enabled the Navy's planners to bring the Examination Subjects in closer alignment with the Practical Factors.

The format is set up like this: *Military Requirements*:

- 100 Series, *Practical Factors*, is subdivided into four sections: 101, *Operational*, listing 16 operational factors; 102, *Maintenance and Repair*, (men only) five factors; 103, *Administrative and Clerical*, 10 factors; 104, *Military Conduct*, nine requirements.

- 200 Series *Examination Subjects*, is also divided into four sections: 201, *Operational*, listing 34 exam subject items; 202, *Maintenance and Repair*, (men only) three exam subjects; 203, *Administrative and Clerical*, containing eight major exam subjects, each subdivided by specific exam test items; 204, *Military Conduct*, listing 45 exam subjects and subdivisions of each test item.

## Professional Quals

The same format is used throughout the new manual for Professional Qualifications except that certain sections are omitted in ratings which do not lend themselves to this presentation.

Following the "100 Series" *Practical Factors* and the "200 Series" *Examination Subjects*, each with the three main subdivisions of Operational, Maintenance and Repair, and Administrative and Clerical, will come a "400 Series" called *Performance Test Instructions*.

Notice that Performance Test Requirements are listed within the 100 or 200 Series, and they apply to 13



## WAY BACK WHEN

### USS Missouri Destroyed by Fire!

At ease, men! Our mighty 45,000-ton battleship, the third to bear the name of the Show-Me State, is safe enough. However, the first vessel of that name was destroyed by fire, and a jar of turpentine was the cause of it all.

The original *Missouri*, a steam frigate, was authorized by an Act of Congress approved 3 Mar 1839. She had an over-all length of 229 feet, a 40-foot beam, a mean draft of 19 feet and was estimated at 1700 tons. (It may be noted that although today's *Missouri* is nearly four times longer and two and a half times wider than the first one, the 'Big Mo' has a draft only twice that of her ancestor despite better than a 43,000-ton gain in displacement.)

Launched in January 1841, the original *Missouri* was completed early in 1842 and made a cruise to the Gulf of Mexico from which she returned in the spring of 1843.

On 6 August that same year, under Captain John T. Newton, she sailed for the Mediterranean carrying the United States Commissioner, China-bound via Alexandria,



Egypt. She reached Gibraltar on the 25th of the month. The next evening, while at anchor off Gibraltar, a jar of turpentine spilled in the storeroom and was ignited. The resulting fire spread so rapidly that there was no hope of saving the ship—and the crew barely escaped with their lives.

ratings. (See box) The "400 Series," included for certain ratings, contains the instructions for the administration of the performance tests. Some ratings requiring performance tests will have no 400 Series entries. In these cases the 100 or 200 Series entries will refer you to the 400 Series of another rating. This is done to avoid repeating the instructions for the same test, such as typing, which is required in several ratings.

The Performance Test Instructions are listed in the 400 Series and concern the preparation, issuance, administration and grading of the tests. These are of two kinds:

- **410 Series Performance Tests (Practical Factors)**—These are tests usually prepared by local commands and administered as part of the Practical Factors requirements.

- **420 Series Performance Tests (Examination Subjects)**—These are the tests formerly known as "operational" tests. They are prepared by the U.S. Naval Examining Center and administered locally following the written professional exam.

#### Another Important Change

In the "Applicable Rates" column, or "Applicable Pay Grade" column in the case of military requirements, the rate indicated by number or letter is the lowest rate for which each qualification is required. Personnel in all higher pay grades must also meet the qualifications prescribed for the lower rates in a rating. For example, if the rate indicated for a qualification is "3", this means that personnel qualifying for third class petty officer and above in that rating are required to meet such qualification.

#### Major Changes in Quals

Here is a round-up of some of the changes made in the qualifications for the General Service Ratings. These are not, however, all the changes that have been made, only the major ones.

If you are going up in August, you will want to check the new manual. Division officers usually have the opportunity to provide a manual or excerpts from it for those preparing for advancement exams.

Since the new manual will not be available until shortly before the August exams, your best bet is to do your studying now on the old Quals Manual taking into account the changes noted below.

Every effort has been made

throughout the new *Quals Manual* to parallel the examination subjects with the practical factors. The exam subjects represent knowledge necessary for performance of practical factors. It is therefore recommended that a thorough review of all practical factors as well as exam subjects be made when preparing for your examination.

#### Deck — Group I

**Boatswain's Mate:** BMs qualifications now specify ability to train, direct and supervise seamen in military duties and in all activities relating to marlinspike, deck and boat seamanship. Administrative duties now include preparation of records and reports, especially those pertaining to repairs, equipment, supplies and work programs.

**Quartermaster:** Flashing light and semaphore test requirements have been revised to provide uniform instructions for administering tests on these subjects at the time of examination. A practice period has been provided immediately preceding the official test.

**Radarman:** New quals specifically require RDs to operate and perform operational and preventive maintenance on surveillance and altitude-determining radars and associated

equipment, IFF, and radar counter-measure equipment and CIC displays. As members of a CIC team they must assist in the basic CIC functions of keeping commands informed of location, identity and movement of friendly or enemy aircraft, large missiles, surface and subsurface ships; assist in the functions of target designation, navigation and piloting, anti-submarine operations and tactical deception.

**Sonarman:** In order to be rated, advanced or recommended to Fleet Sonar Schools, sonarmen take the pitch-discrimination and audiometer tests to determine if they meet the minimum auditory requirements set forth in current BuPers Instructions. When assigned to harbor defense, sonarmen will operate and perform operational and preventive maintenance on sonic, electronic and magnetic harbor defense detection equipment.

#### Ordnance — Group II

**Torpedoman:** Substantial revisions have been made in the TM rating. The old Quals covering mine laying, mine sweeping and mine fields have been deleted. The TMS emergency service rating will be disestablished and absorbed in the TME rating in about two years when authorized by

the Chief of Naval Personnel; however, TMS personnel may advance in the meantime.

**Mineman:** Revisions include more specific Quals requiring MNs to check, maintain, test, repair and overhaul mines, depth bombs, depth charges and related equipment; maintain and repair mine laying equipment and serve on surface craft, submarines and tenders and at aviation activities and mine depots.

**Gunner's Mate:** No major change in GM Quals. Practical factors and

exam subjects are detailed more specifically. Qualifications for GMT (Turrets) now begin at the first class PO level.

**Fire Controlman:** No major changes. FC rating now being combined with FT. (See BuPers Inst. 1440.8, 27 March 1953).

**Fire Control Technician:** Substantial revisions in new Quals provide more specific practical factors and exam subjects. Scope of the FT rating revised to include operation of fire control equipment, including

range finders, computers, fire control radars, directors, switchboards and associated units.

## Electronics — Group III

**Electronics Technician:** Quals require ETs to maintain, repair, calibrate, tune and adjust all electronic equipment (except aircraft and ordnance electronic equipment) used for communication, detection, ranging and countermeasures.

## Precision Equipment — Group IV

**Instrumentman:** Complete revision provides for more general Quals for the rating with fields of specialization to be identified by Navy Job Classifications. Major change is in more specific factors for maintenance and repair which are subdivided into 69 specific tasks. Exam subjects are more clearly defined. For example, maintenance covers 56 tasks.

**Opticalman:** No major changes in Quals of the General Service Rating, but practical factors and exam subjects are more specific.

## Administrative and Clerical — Group V

**Teleman:** New Quals modified to delete operation of facsimile equipment. Typewriting and teletypewriting Quals are revised. See Yeoman Quals for performance tests and instructions. Either standard or telegraphic typewriter may be used for typing test, although use of teletypewriter is mandatory if one is available. Exam subjects and performance tests are more specific.

**Radioman:** Substantial changes are provided for receiving and transmitting speeds; performance tests for each rate level are changed. Teletypewriter maintenance is not required.

Teletypewriter tests have been prepared so that either a teletypewriter or a telegraphic typewriter may be used; use of a teletypewriter is mandatory if one is available.

**Yeoman:** Quals which overlapped the PN rating have been removed. Exam subjects are more specific and terminology has been brought into line with Uniform Code of Military Justice. Test instructions for stenography and typing are revised. Speed rate remains the same but method of testing allows more errors as rate of speed of contestant is increased. Five minute practice period allowed preceding the test.

**Personnel Man:** Substantial revisions: Exam subjects more specific

## WHAT'S IN A NAME

### Dolphin or Porpoise?

It is night. The ocean is black. A young lookout getting his first war-taste of the whimsical ways of the sea suddenly has his wits scared halfway to Davy Jones' Locker—for there off the port bow and cutting a luminescent course straight for the ship is a "torpedo." But just as suddenly and before the startled sailor can report anything, the "missile" vanishes. As it turns out, the "torpedo" was merely a playful porpoise racing its sleek spindle-shaped body through the phosphorescent ocean.

But just what are these sea-going merry-makers? Are they actually porpoises or are they dolphins? Or are they, perhaps, blackfish or small whales? Sighted from afar they might be any one of the four. They are all cetaceans (aquatic, air-breathing mammals comprising the whale, dolphin and porpoise groups).

The slender, smooth, fish-like bodies of the dolphin family members are, in the majority of species, dark-colored (bluish-black) above, whitish beneath, and the skin is devoid of scales or hair. They have a flat, horizontal tail (their chief means of locomotion) terminating in paired flukes. These mammals are extremely gregarious and congregate in large herds or schools, either to laze about in the surface waters or to feed upon salmon, mackerel, herring or small squid. They have varying but large numbers of small sharp teeth in both jaws.

A common characteristic of cetaceans is the process of expelling tall streams of vaporized air through a valvular opening near the back of the head. When rising to the surface, the mammal discharges warm air from the lungs with considerable force. As this watery exhaust contacts the colder air it condenses into visible vapor. This is the spout associated with the well-known cry of the whaling trade—"there she blows!" Before submerging, the mammal fills up with fresh air.

Sailors are apt to use the names "dolphin"



and "porpoise" interchangeably. This is completely understandable inasmuch as the two closely-related mammals are so similar in general appearance that from a distance it is difficult to distinguish between them. Closer examination will reveal that the basic difference in appearance lies in the snout or beak, the dolphin having a flattened snout produced into more or less of a distinct beak about six inches long, while the porpoise is characterized by a rounded or blunt snout. The head of both, however, has a professorial look, heightened by a sparse moustache of five to seven hairs on each side of the mouth, and the eyes are framed in heavy black "spectacles."

The most playful porpoise is the common or (especially on the American Atlantic coast line) bottle-nosed or harbor dolphin. It is common to the northern Atlantic and Pacific oceans but prefers the waters of inlets and tidal estuaries to the open sea.

The beak-nosed dolphin grows slightly larger than its porpoise cousin, ranging up to 12 feet in length. It is equally as agile as the porpoise in the water and is native to all seas and some large rivers. It is especially abundant in the Mediterranean and many parts of the Atlantic but less numerous in the Atlantic coastal waters where the porpoise is the best-known species.



and revised to meet current procedures. PNR and PNW emergency service ratings will be deleted in about two years when authorized by the Chief of Naval Personnel; however, PNRs and PNWs, may advance in the meantime. Typing performance tests and instructions revised; see Yeoman qualifications 400 Series performance test instructions.

**Machine Accountant:** Operation of multipliers deleted. No major changes except Quals are rewritten more specifically.

**Storekeeper:** Touch typing not required; see Yeoman Quals for typing performance tests and instructions.

### Performance Tests Now Required in 13 Ratings

The revised edition of the *Manual of Qualifications for Advancement in Rating* (NavPers 18068, Rev. September 1952) lists 13 ratings for which performance tests will be required beginning with the August 1953 service-wide competitive examinations.

The following list contains the ratings for which the U.S. Naval Examining Center, Great Lakes, Ill., has prepared performance tests to be given in conjunction with the written professional examination. Substantial revisions have been made in the tests and the instructions for giving them. Also, several ratings will have performance tests for the first time.

Rating	Performance Test
Aviation Electronicsman	AL International Morse
Booker	ESU Typing
Disbursing Clerk	DK Typing
Journalist	JO Typing
Personnelman	PN Typing
Quartermaster	QM { Flashing Light Semaphore International Morse
Radioman	RM { American Morse (RMT only) Teletyping
Ship's Serviceman, 3 and 2	SH Typing
Storekeeper	SK Typing
Teleman	TE { Teletyping Typing
Transportation Man	ESR Typing
Yeoman	YN { Typing Stenography
Aviation Storekeeper	AK Typing

Disbursing duties relating to pay and allowances deleted. Quals pin down specific tasks for practical factors and exam subjects.

**Disbursing Clerk:** No major changes. Quals more specific; terminology relating to military pay record is revised to conform with Department of Defense pay system.

**Ship's Serviceman:** New Quals give a clearer definition of the scope of the SH rating. SHs are required to operate and manage ship's store activities afloat and ashore, Navy exchanges ashore, MSTs exchanges afloat. SHs must determine and carry out operating procedures and maintain records and reports. They may be required to perform clerical, sales and managerial functions in Navy commissary stores. In pay grades E-4 and E-5, they may specialize as barbers, beauticians, cobblers, tailors, laundrymen and dry cleaners. Typewriting is required of store clerks (PO 3 and 2) only; touch typing no longer required. See Yeoman 400 Series for performance test instructions.

**Journalist:** Touch typing is now required; see Yeoman Quals for performance test speeds and instructions. Photography, radio and television requirements more specifically defined. All pay grades now required to make layout of front page of newspaper.

#### Miscellaneous — Group VI

**Printer:** No major change. Quals no longer require operation of multi-color presses. PI rating will eventually be combined with LI over a period of five years.

**Lithographer:** New Quals require LIs to set up and operate electric-powered typewriter-composition machines such as vari-typers or IBM proportional spacing machine. Quals rewritten for operational and technical knowledge required of pressmen, cameramen and platemakers.

**Draftsman:** Exam subjects in 201 operational series are more specific for each rate level.

**Musician:** Revised Quals provide more equitable development through petty officer rates. Requirements for E-4, E-5 and E-6 emphasize performance of the individual on his type of musical instrument. Requirements for Chief Musician stress those exam items that are required to develop a well-rounded conductor, arranger and instrumentalist. Requirements for instrumental performances in higher



"Gosh! What a catch!"

rates are reduced. Arranging, harmony, etc., requirements are reduced for the lower rates.

**Seaman:** Complete revision of Quals sets up practical factors and examination subjects in three categories; requirements for men and women, for men only and for women only. Rewritten scope specifically outlines types of duties required of SN rating.

#### Engineering and Hull — Group VII

**Machinist's Mate:** No major change. Practical factors and exam subjects completely rewritten for specific job tasks.

**Engineman:** No major change. Quals completely rewritten; practical factors and exam subjects defined in specific items of operations and maintenance.

**Machinery Repairman:** New Quals of MR delete requirements to operate, maintain and repair auxiliary machinery such as pumps, winches, compressors, evaporators and main propulsion machinery.

**Boilerman:** Quals extensively rewritten; however no major changes.

**Electrician's Mate:** No major change. Quals more specific for each

### QUIZ AWEIGH ANSWERS

Quiz Aweigh is on page 9.

- (b) Measure temperatures at different depths of the sea. The bathythermograph (BT) may be lowered from a ship making as much as 20 knots headway.
- (a) 420 feet.
- (c) Medical Service Corps.
- (b) Supply Corps.
- (a) Hedge hog projectile. It's an ahead-thrown weapon fired from a mortar-type projector mount. It explodes on contact.
- (b) Anti-submarine warfare.





## Summary of New Legislation And Bills Under Consideration Of Interest to Naval Personnel

Here is a round-up of the latest legislation of interest to naval personnel to come out of the 83rd Congress.

This summary includes new bills introduced as well as changes in status of other bills previously reported in this section. As usual, the summary includes Congressional action covering generally the four-week period immediately preceding the date this issue went to press.

Further information on some of the more important pieces of legislation affecting the Navy, when enacted, will be carried in future issues. Keep in mind, however, that of the many bills introduced in any session of Congress, relatively few are enacted into law.

**Free Postage** — Public Law 9: Extends the privilege of members of the armed forces serving in combat zones, or hospitalized outside the U.S. as a result of service in the combat zone, of sending first class letters to the U.S. free of charge. Letters weighing not more than one ounce will be sent by air mail when air space is available.

**Allowances for Quarters** — Public Law 8: Extends until 1 July 1955 the provisions of the Dependents Assistance Act of 1950 which provides Allowances for Dependents of personnel of the armed forces.

**Import Quotas** — H.R. 3658: passed by House; passed by Senate; Would extend for two more years the right of members of the armed forces to bring into the U.S. gifts valued at up to \$50 duty free, in addition to his other import privileges as a U.S. citizen. (Under current law, any citizen of the U.S. can bring back up to \$400 worth of goods for his own use).

**Household Effects** — H.R. 3659: passed by House; passed by Senate; would extend for two more years the law exempting household and personal effects brought into the U.S. under government orders from import duty.

**Missing Persons** — S. 1229: passed by Senate; passed by House; would extend for another year with amendments the provisions of the Missing Persons Act which concerns persons

captured by an enemy or hostile force.

**Firearm Souvenirs** — H.R. 3842: introduced; would prohibit servicemen from bringing into the U.S. any pistol, revolver or other firearm not the property of the U.S.

**Foreign Decorations** — H.R. 4164: introduced; would permit officers and enlisted men of the armed forces of the U.S. to accept decorations, orders, medals and emblems tendered them for services rendered during World War II by governments or nations which were co-belligerent or neutral, or from governments of other American republics.

**Naturalization of Servicemen** — H.R. 4233: introduced; would per-

mit the naturalization of any member of the armed forces, not a citizen, who serves for more than 30 days to become a citizen. Related bills are H.R. 1739, H.R. 2004, H.R. 2005, H.R. 2118 and H.R. 1937.

**Income Tax Exemptions** — H.R. 4152: introduced; would extend the present provisions of law which exclude from "gross income" for income tax purposes the total compensation of enlisted men in the combat zone, or who are hospitalized from wounds received in the combat zone. The bill would also extend the present exclusion of \$200 of compensation for commissioned officers on duty in the combat zone, or hospitalized as the result of wounds incurred in combat.

## Research on Cosmic Rays is Carried on in Arctic Areas

The Navy is continuing its research on cosmic rays—the mysterious particles that continually bombard the earth's surface. These rays, coming in from somewhere in space, travel at a rate close to the speed of light.

The most recent cosmic-ray experiments took place during the Navy's 1952 arctic resupply expedition. The purpose of the experiment was to measure "primary cosmic radiation" (radiation that is little affected by the earth's atmosphere.) A secondary purpose of the experiment was to collect data on the possible effect of cosmic rays on radio communications.

Navy and civilian scientists under the sponsorship of the Office of Naval Research and the Atomic Energy Commission took part in the experiment. These scientists launched several large, plastic instrument-carrying balloons from ships located well within the Arctic Circle.

The 14 "Skyhook" balloons were launched from the Coast Guard icebreaker *Eastwind* (WAGB 279).

The balloons used by the scientists ranged up to sizes 100 feet in diameter and as tall as a 10-story building. All balloons used were the constant-level type which level off upon reaching a set altitude—usually around 90,000 feet. As the balloons soared through the atmosphere they were tracked by P4Y2 *Privateers* which operated out of

Thule, Greenland, with Patrol Squadron 23.

"Deacon" rockets, long, thin missiles only eight inches in diameter and 10 feet long, were carried aloft by some of the balloons. When these balloons reached a certain altitude, the rockets blasted loose and zipped upward to about 40 miles. Sensitive instruments in the rocket warheads radioed information back to the scientists.

Other balloons carried photographic plates which recorded the tracks of cosmic rays at altitudes up to 17 miles. Plans called for helicopters from *USS Atka* (AGB 3) to retrieve the photo-plate equipment after it had parachuted to earth. However, blizzards moved in and ruled out this part of the experiment. Scientists hope the Greenlanders and Eskimos will bring in the lost instruments—there is a \$100 reward for each instrument recovered.

Cosmic ray research is carried on in arctic regions because that area lies close to the north geomagnetic pole. In that region (and also at the south magnetic pole) some of the slower-speed cosmic ray particles coming from outer space are pulled off their initial course much less than they are in other parts of the globe. As a result, it is possible to make highly accurate analysis of cosmic rays through measurements that could otherwise only be possible far out in space.

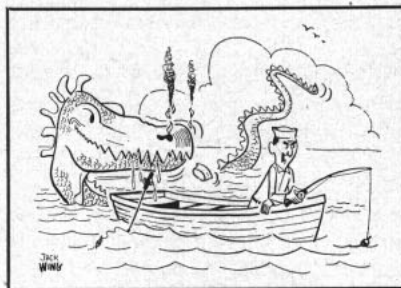
## 'Psy War' Training Open to USN and USNR Officers On TAD from Regular Duty

Training in psychological warfare is available to USN and active duty USNR officers in the grades from LTJG to CDR having the 1100 or 1300 officer designator codes. This training consists of:

- A 12-week course administered by the Army at Fort Bragg, N. C.
- A 16-week course in advanced training at Georgetown University at Washington, D. C. This 16-week course is available to both Fort Bragg graduates and to other officers with qualifying academic background.
- On-the-job training of about six months' duration with the State Department in Washington, D. C.

Graduates of the Fort Bragg course will be given preference for the university course and State Department training. Former applicants for the Fort Bragg or Georgetown courses are requested to re-submit their applications. All applications should be sent via commanding officer to the Chief of Naval Personnel (Attn: Pers-B111h). The letter should give a brief history of Navy and civilian experience and education.

Each of the above three training activities calls for a clearance to handle "secret" material. Training will normally be in the nature of TAD from regular duty stations. Officers due for



"Stop your blasted yelling about sea monsters and fish!"

rotation from present duties may be sent to a new duty station via the "psy war" training activity.

Candidates for the university or State Department training must submit a signed agreement in regard to obligated service in accordance with BuPers Inst. 1520.10. Briefly, this calls for one year of active duty service for each six-month period of schooling in certain special courses.

BuPers Inst. 3410.1 gives details of the psychological warfare training. Usually psy war billets are collateral duty on staffs of fleet and force commanders. Officers assigned such duty will normally have a primary duty assignment in keeping with his regular professional qualifications. The directive defines psychological warfare as the "planned military use of propaganda and other information measures designed to influence the attitudes and behavior of foreign groups."

## DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as certain BuPers Instructions, BuPers Notices, and SecNav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

### Alnavs

No. 6 — Advises alien spouses temporarily residing in a foreign country to contact the U.S. consul immediately to determine her status and to get advice as to when she must return to the U.S.

### BuPers Instructions

No. 1085.16 — Calls attention to the requirement for all persons on active duty to wear an identification tag.

No. 1085.17 — Gives passport information for Saudi Arabia and Japan.

No. 1088.2 — Establishes procedures for notification of next-of-kin of Royal Canadian Air Force personnel who become casualties in U.S. territory.

No. 1088.3 — Concerns release of information on naval personnel involved in accidents both within the confines of, and outside, Navy installations in the U.S.

No. 1130.4 — Authorizes the immediate enlistment or reenlistment in the Regular Navy of qualified Naval Reserve personnel on active duty and prescribes the administrative procedures to be followed.

No. 1133.1A — Summarizes instructions concerning reenlistment and voluntary extension of enlistment of enlisted personnel of the Regular Navy and Naval Reserve on active duty.

No. 1301.15 — Announces a program whereby Naval Reserve officers on active duty who are qualified attorneys and are not currently serving in law specialist billets may apply for rotation into legal duties.

No. 1301.16 — Gives the procedure for assignment of Navy and

## Lone Star Pilot Checks Out as Bronco Buster in Riddled Raider

Ensign William Doggett, USN, joined the ranks of Navy pilots who have managed to bring their riddled airplanes back despite extensive damage by enemy flak.

With his AD Skyraider dive-bomber punctured in more than 100 places and with one propeller blade so badly mangled that vibration threatened to shake the plane apart, Ensign Doggett piloted his stricken aircraft more than 100 miles to a safe landing in friendly territory.

Operating with Attack Squadron 145 from the aircraft carrier USS *Kearsarge* (CVA 33), Doggett was flying a combat mission over North Korea when a 37mm antiaircraft shell exploded on the propeller of his plane.

Jagged, foot-long streamers of

metal hanging from the propeller threw the plane off balance and set up a terrific vibration. To add to the trouble, the engine began smoking heavily due to a damaged oil line.

The Texas-born Navy pilot fought the bucking aircraft for 40 minutes, skimming over the top of mountain ranges and skirting towering peaks.

Finally reaching a friendly airstrip, Ensign Doggett circled the field once and set his damaged aircraft down in a perfect landing. The aircraft was turned over to an amazed repair crew — amazed that the plane had even stayed in the air.

Ensign Doggett described his flight to safety as "a cross between riding a reducing machine and a Texas bucking bronco."



Marine Corps enlisted personnel to the U.S. Military Academy Preparatory School after they receive an appointment to the Military Academy.

No. 1321.2 — Establishes policies and procedures for issuing temporary additional duty orders to officers and midshipmen.

No. 1336.1A — Prescribes procedures for submission of requests by enlisted personnel, men or women, for recruiting duty.

No. 1440.8 — Outlines policy and procedure for consolidating Fire Controlman (FC) and Fire Control Technician (FT) ratings.

No. 1530.15 — Summarizes the place of postgraduate education in the career of the Naval officer and gives a complete list of naval postgraduate courses available during Fiscal 1953.

No. 1530.21 — Concerns the procedure to be followed in the case of a Navy enlisted man accepted for appointment to the U.S. Military Academy or U.S. Coast Guard Academy.

No. 1626.5 — Discusses physical restraint of naval personnel in a disciplinary status and outlines certain standards for treatment.

No. 1742.1 — Summarizes for commands the forms and information necessary to provide naval personnel with details concerning absentee voting in all states during 1953.

No. 1760.3A — Gives a round-up of state bonuses for veterans of World War I, World War II and the Korean conflict.

No. 1823.2 — Changes the designation of the Fleet Reserve from "Fleet Reserve component of the U.S. Naval Reserve" to the "Fleet Reserve component of the U.S. Navy" and establishes the abbreviation "USNFR."

No. 1850.3 — Summarizes the process of "full and fair hearing" to be

given every officer and enlisted man separated or retired from the service on account of physical disability.

No. 1900.1A — Revises the list of naval activities within the U.S. to which male personnel may be transferred for separation.

No. 1910.5A — Outlines the latest instructions on separation of enlisted personnel on active duty in the Regular Navy and Naval Reserve.

No. 5000.4 — Concerns the proper method of procuring, accounting for and administering Air Force officers on duty with the Navy.

#### BuPers Notices

No. 1710 (13 Feb 1953) — Gives details of All-Navy and Inter-Service boxing championships for 1953.

No. 1421 (24 Feb 1953) — Announces promotion of officers of the Staff Corps of the Naval Reserve to the temporary rank of lieutenant commander.

No. 1761 (25 Feb 1953) — Contains a correction to "Referral Directory for Navy Veterans Counselors," NavPers 15832.

No. 1085 (25 Feb 1953) — Instructs commands to record carefully all duty outside the continental limits in the service records of men being separated so that no one is deprived of mustering out pay.

No. 1520 (27 Feb 1953) — Requests applications from Supply Corps officers for the Freight Transportation and Traffic Management course, Naval Supply Center, Oakland, Calif.

No. 1510 (3 Mar 1953) — Announces the convening dates for classes in the Stenomask system of reporting at the Naval School, Naval Justice, Newport, R.I., for 1953.

No. 1421 (4 Mar 1953) — Lists the names of officers of the Navy and Naval Reserve on active duty temporarily promoted to the grade of lieutenant commander in the line.

No. 1200 (5 Mar 1953) — Announces the various changes approved in the enlisted rating structure and states that qualification for advancement to new ratings will be made in the near future.

No. 1530 (10 Mar 1953) — Lists enlisted personnel provisionally selected for NROTC scholarships on the basis of test scores in the Navy College Aptitude Test conducted in December 1952.

No. 1440 (11 Mar 1953) — Holds in abeyance the authority delegated



"That's the sailor who was bragging that he had a little pull."

to commanding officers to make changes in rate to or from the rates of Airman and Airman Apprentice.

No. 1700 (16 Mar 1953) — Announces a four-year scholarship to Rensselaer Polytechnic Institute for sons of Naval or Marine Corps Regular or Reserve officers, petty officers or non-commissioned officers on active duty or to a son of a deceased member in the above categories.

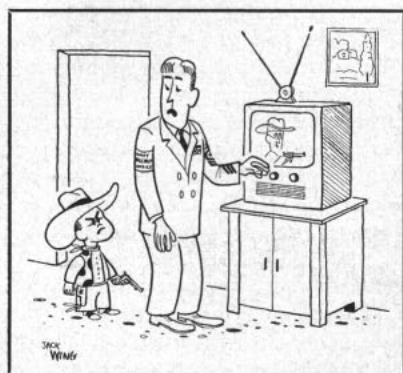
No. 1741 (25 Mar 1953) — To acquaint term policy holders of either National Service Life Insurance or U.S. Government Life Insurance policies of the advantage of waiving their premiums.

No. 1400 (26 Feb 1953) — Announces convening of selection board to consider warrant officers of the Regular Navy and Naval Reserve on active duty for promotion to commissioned warrant (W-2) and commissioned warrant officers of the Regular Navy and Naval Reserve on active duty for assignment to pay grades W-3 and W-4.

No. 1721 (27 Mar 1953) — Lists library books in oversupply that are available to ship and station libraries.



"Says he's strictly a tin can sailor—and if you don't mind he'll wait."



"—And what's wrong with 'Victory at Sea?'"

# BOOKS: FACT, FICTION AND HISTORY FOR YOUR MAY READING LIST

**A**DVENTURE yarns, big game hunting and historical novels are among the volumes—selected by Bupers library staff—which are now turning up in Navy ship and station libraries. Here are reviews of some of them:

• *The Racer*, by Hans Ruesch; Houghton Mifflin Company.

Navy hot-rodders and fans of auto racing will be interested in this novel about a famous driver and his rise to fame. This is the story of Erich Lester fighting to reach the top, always seeking a billet on the better European racing teams. At first he wins races only to be passed by in favor of men with "names."

Then Germany begins to produce racers again. With the help of his

young wife and some friends, he gets a contract. His position is midway between that of the team's "aces" and the rookie drivers. Luck, skill and experience pay off, however, and Erich moves up.

Eventually he becomes "number one driver" and, in the eyes of many, "number one heel." His wife deserts him for a younger driver—one who is a likely threat to Erich's position. You'll probably be surprised at how it all turns out.

The book catches the flavor of racing—from the hazards of driving to life in the pits.

★ ★ ★

• *Tennessee Hazard*, by Maristan Chapman; J. B. Lippincott Company.

In this historical novel with an American setting, Hazard—a youthful trouble-shooting diplomat—is sent on a mission to Spanish-controlled Louisiana.

The novel is full of intrigue and counter-intrigue, secession plans, efforts to colonize the frontier country, secret letters and secret couriers.

Mixed up in the plot are the scheming Don d'Alcacer Salcedo—who is seeking power and Hazard's girl friend; a bribe-seeking secretary and the Spanish governor.

There's action and suspense aplenty in this volume.

★ ★ ★

• *Killers in Africa*, by Alexander Lake; Doubleday and Company.

Here's another good book on big game hunting. The author, a long-time professional big game hunter, sets out to tell the "truth about animals lying in wait and hunters lying in print."

Lake systematically goes about his business of debunking some of the wild stories about wild—and often wily—animals found in Africa, and the ways of hunting these animals.

For example, you'll read about the efforts of engineer Patterson who finally got two man-eating lions—after nine months had passed by and some 29 people had lost their lives. You'll read about using grenades to clear out a crocodile-infested pool, and a rousing story about elephant hunting.

If you like thrills with "meat" in them, you'll want to read Lake's book.

• *The Silent Reefs*, by Dorothy Cottrell; William Morrow and Company.

The disappearance of the motorship *Christophe*—lost with all hands in a calm sea—touched off a long and hazardous search.

Returning to their home in the West Indies, Henri and Joseph—brothers of the skipper of the lost vessel—undertake to solve the mystery. If the ship had sunk, why was there no oil slick? Was there an attempt to defraud an insurance company? What connection did the other stricken vessel, *Webber*, have with *Christophe's* disappearance?

These—and many other questions—the two brothers must answer if their family is to continue its shipping service. With borrowed money they set about their tasks. The bulk of the novel concerns their search and its results.

Mrs. Cottrell's story is extremely well-written. She does a fine job of characterization, especially of the two brothers.

★ ★ ★

• *The High and the Mighty*, by Ernest K. Gann; William Sloane Associates.

Here's a flying yarn with a slightly different twist. Imagine yourself on an airliner heading Stateside across the wide Pacific. Some of your fellow passengers are uneasy. One asks the pilot what would happen if one engine should fail, if two should conk out. And so on. Analyze the pilot's studied but seemingly confident answers.

Then it happens. An engine catches fire. The fire is extinguished but, somehow, the fuel tank has been damaged. You won't have enough gas to reach home base. The pilot decides to ditch rather than make an effort to reach shore. You've got three or four hours, though, before you'll be in the drink.

Woven into the main plot of the plane and its impending plunge into the sea are vignettes of the various passengers. One man is bent on killing a big shot executive. A Broadway producer and his wife mull over the former's natural fear of flying. A Korean girl wonders about her first trip to the United States. An invalid, with but a short time to live, philosophizes.

There's plenty of suspense to this tale. More than once you'll be tempted to skim over pages, in an effort to find out what happens.

## SONGS OF THE SEA



### The Gallant Thunderbomb

She can swim like a duck, and her flag's never struck,

But has captured full many a prize boys!

Not a ship in the fleet with her can compete,

She can whip any foe twice her size, boys!

Heave ho, heave ho, when the big guns blow,

When the skulkers with affright are dumb, boys!

Why she'll weather any sea, if you'll only let her be,

There's no craft like the Thunderbomb, boys!

There's no craft like the Thunderbomb, boys!

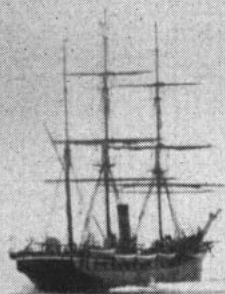
Why she'll weather any sea, if you'll only let her be,

There's no craft like the Thunderbomb, Thunderbomb, boys!

— Old Forecastle Song



# NAVY TO THE RESCUE



## ARCTIC RELIEF EXPEDITION—1884

A yarn from the pages of *The Rescue of Greely* by Commander Winfield S. Schley, USN, tells how a Navy rescue force battled its way up the coast of Greenland to discover what had befallen a stranded Arctic explorer and his band of heroic men.

*There was only a faint chance, everyone knew, that explorer Greely and his men were still alive. Most people, in fact, figured that they had already died, victims of starvation in the frozen north, another heroic explorer and his party lost.*

*The facts of the case did little to dispel the sense of gloom. Army Lieutenant Adolphus W. Greely, two other lieutenants and 22 men had gone ashore on the coastline of Greenland in July of 1881. Their jobs: to make explorations of the northland and establish several observation stations in the desolate landscape of what is known as Ellesmere Land. That was three years earlier. They hadn't been seen since.*

*Two relief expeditions had failed. The first, sent out in the summer of '82, had had to turn back, its path blocked by heavy ice. The second, sent out in '83, came to a disastrous end when Proteus, the relief ship, was caught up in a vise-like grip of floe ice and crushed to splinters, her crew fleeing to shore.*

*And wasn't it true that Greely had with him only enough food and clothing to last two years? Small possibility that the party could have located enough other caches (left from previous expeditions to the north) to stay alive this long. Moreover, the freezing winds and*

*flying snow of the Greenland winters drain away a man's energy just as the boredom of huddling in a crowded hut drains away his mental fortitude.*

*As the leader of the third relief expedition, Commander Winfield S. Schley, USN, knew all these things. He knew also that he had to whip his "task force" into shape and strike northward as soon as possible to take advantage of even the smallest shred of hope. Once there, he must find Greely—or Greely's body—and recover the careful records which he knew Greely must have kept of his explorations.*

*On 1 May 1884, the last of the ships left New York. Schley had under his command the converted whalers USS Thetis and USS Bear, as well as the British steamer, Alert, loaned to the U. S. for the venture, and a Navy collier, USS Loch Garry. By mid-June, the force had probed well up into Davis Strait, the icy passage to the North Pole, searching for the lost explorer. No luck.*

*The expedition now moved into Smith Sound. Schley sent parties fanning out to all likely places ashore where Greely might have pitched camp. Hakluyt Island, Pt. Foulke and Littleton Island yielded nothing. From this*

From "The Rescue of Greely" by Commander Winfield S. Schley, USN, and Professor J. R. Soley, USN, published by Charles Scribner's Sons in 1885.

# NAVY TO THE RESCUE

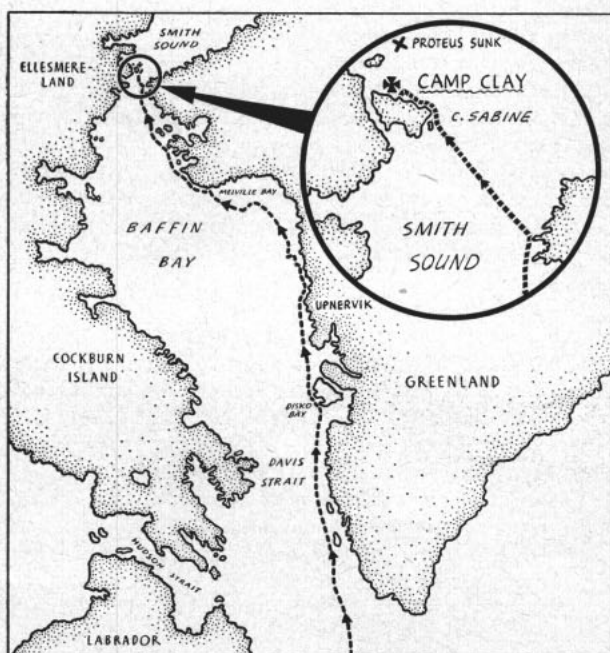
point Commander Schley continues the tale as he set it down in his book describing the expedition.

AS it was evident that Greely had not been at Littleton Island, it was decided to run over to Cape Sabine, take a look at the cairns and caches there, make a new depot of four thousand rations, as a supply on which to fall back in case of disaster, and push north at once. The *Thetis* and *Bear* sailed from Littleton Island, at 3 P.M., on Sunday, June 22d, with a strong breeze increasing at intervals to a heavy gale. Fortunately the strait, at this point about twenty-three miles wide, was comparatively clear of ice, so that no obstruction was met until the relief ships had arrived within a mile or two of their ice anchorage in Payer Harbor, an indentation of the coast on the west side of the Sound, partly enclosed by Brevoort, Stalknecht, and Payer Islands. The water in the bay is deep, but the anchorage is unsafe, being exposed to the heavy ice which drifts through the strait with the strong tides after the break-up of early summer has taken place.

Brevoort Island is the largest and most prominent of the islands, and for this reason doubtless was selected by Nares as the site of his cairn. It lies two miles south of Cape Sabine, around which, three miles to the westward, was the cache made by Beebe in 1882, and a mile further on along the same coast, the wreck-cache where Lieutenant Colwell had landed the stores saved from the wreck of the *Proteus* the year before.

The harbor was frozen over, and the ships were made fast to the northern edge of the ice, just off Brevoort Island. In order that no time should be lost, parties were detailed to examine simultaneously all the depots in the neighborhood. Lieutenant Taunt, with Seamen Yewell, Brock and Mitre, were sent to Brevoort Island, and Ensign Harlow, with Seamen Coffin and McLeod, to the English

CHART SHOWS northward route of rescue vessels *Thetis* and *Bear*, location of Camp Clay and other Arctic points.



cache on Stalknecht Island. A third party, composed of Chief-Engineer Melville, Dr. Ames, and Seaman Lindquist, went to the bottom of Payer Harbor to examine the coast line as far as it was accessible. A fourth party in the *Bear's* steam cutter, afterwards known as the "Cub," was made up of Lieutenant Colwell, Chief-Engineer Lowe of the *Bear*, the two icemasters, Norman and Ash, a coxswain and two men. They set out to go around Cape Sabine and look at Beebe's cache, and at Colwell's wreck-cache.

It was intended that, as soon as a satisfactory examination had been made and a depot landed, the ships should advance without delay into Kane Sea. In fact, at the time the cutter started, the crew of the *Bear* was getting provisions on deck to be in readiness for the sledge-journey that was to be made northwards, after the ships were stopped by the fast ice. As the cutter left the ship, Colwell picked up a can of hard-tack and two one-pound cans of pemmican, as he thought that his party might be out all night, and a little of something to eat would not go amiss.

Within half an hour after the first parties had left the ship, cheers were heard above the roaring of the wind. At first it was impossible to tell from what quarter the sound proceeded, but soon the cheering was heard a second time more distinctly, in the direction of Brevoort Island. Almost immediately after, Ensign Harlow was observed signalling from Stalknecht Island. His message read: "Have found Greely's records; send five men."

Before this request could be carried out, Yewell was seen running over the ice toward the ships, and a few minutes later he came on board almost out of breath with the information that Lieutenant Taunt had found a message from Greely in the cairn on Brevoort Island. Yewell brought the papers with him.

The papers told how the expedition, during its two years at Lady Franklin Bay, had marked out the interior of Grinnell Land, and how Lieutenant Lockwood had followed the northern shore of Greenland, and had reclaimed for America the honor of "the farthest north." But there was no time now to think of what the expedition had accomplished, — that was already a matter of history. The pressing question was, where was Greely's party now? and to that question it was too probable that there was but one answer.

The excitement of the moment was intense, and it spread with the rapidity of lightning through both the ships. It was decided instantly to go on to the Cape, and a general recall was sounded by three long blasts from the steam whistle of the *Thetis*.

★ ★ ★

The records had named the wreck-cache [supplies gotten to shore from the wreck of the *Proteus* — Ed.] as the site of Greely's camp, and preparations were made at once to go there. The cutter with Colwell and his party on board, had not yet got away, having been stopped by the cries from the shore, and she now steamed back under the stern of the *Thetis*. Colwell was directed to go to the site of the cache and look for the explorers; and if any were alive — of which the record gave little hope — to tell them that relief was close at hand. As he was about to leave, he called out for a boat-flag, and one was thrown to him from the ship. This was bent on a boat-hook, and set up in the stern of the boat.

Before the cutter had disappeared to the northward the commander of the expedition had gone on board the *Bear*, and the ship was under way, following the track of



the cutter around the cape. The detachment under Harlow, which had found Greely's scientific records and instruments on Stalknecht Island, and the other party under Melville, some of whom had not yet returned, were to come after in the *Thetis*, which was left behind to pick them up. The passage which the ships and the cutter were to make was about six miles, although from Payer Harbor to the wreck-cache, in a straight line, across the rugged neck of intervening land, it was less than half that distance. Fortunately the southerly gale had set the ice off shore into Kane Sea, leaving a clear passage around for the vessels.

It was half past eight o'clock in the evening as the cutter steamed around the rocky bluff of Cape Sabine, and made her way to the cove, four miles further on, which Colwell remembered so well from his hurried landing with the stores on the terrible night following the wreck of the *Proteus*. The storm, which had been raging with only slight intervals since early the day before, still kept up, and the wind was driving in bitter gusts through the openings in the ridge that followed the coast to the westward. Although the sky was overcast, it was broad daylight, — the daylight of a dull winter afternoon, — and as the cutter passed along, Colwell could recognize the familiar landmarks of the year before; the long sweep of the rocky coast, with its ice-foot spanning every cove, the snow gathered in the crevices, the projecting headlands, and the line of the ice-pack which had ground up the *Proteus*, dimly seen in the mists to the north, across the tossing waters of Kane Sea. At last the boat arrived at the site of the wreck-cache, and the shore was eagerly scanned, but nothing could be seen. Rounding the next point, the cutter opened out the cove beyond. There, on the top of a little ridge, fifty or sixty yards above the ice-foot, was plainly outlined — the figure of a man!

Instantly the coxswain caught up the boat-hook and waved his flag. The man on the ridge had seen them, for he stooped, picked up a signal flag from the rock, and waved it in reply. Then he was seen coming slowly and cautiously down the steep rocky slope. Twice he fell down before he reached the foot. As he approached, still walking feebly and with difficulty, Colwell hailed him from the bow of the boat:

"Who all are there left?"

"Seven left."

As the cutter struck the ice, Colwell jumped off and went up to him. He was a ghastly sight. His cheeks were hollow, his eyes wild, his hair and beard long and matted. His army blouse, covering several thicknesses of shirts and jackets, was ragged and dirty. He wore a little fur cap and rough moccasins of untanned leather tied around the leg. As he spoke, his utterance was thick and mumbling, and in his agitation his jaws worked in convulsive twitches. As the two met, the man, with a sudden impulse, took off his glove and shook Colwell's hand.

"Where are they?" asked Colwell.

"In the tent," said the man, pointing over his shoulder, "over the hill — the tent is down."

"Is Mr. Greely alive?"

"Yes, Greely's alive."

"Any other officers?"

"No," Then he repeated absently, "The tent is down."

"Who are you?"

"Long."

Before this colloquy was over, Lowe and Norman had



ONE WEEK after his rescue, Army LT Adolphus W. Greely is shown standing by wheel of converted whaler *Bear*.

started up the hill. Hastily filling his pockets with bread, and taking the two cans of pemmican, Colwell told the coxswain to take Long into the cutter, and started after the others with Ash. Reaching the crest of the ridge, and looking southward, they saw spread out before them a desolate expanse of rocky ground, sloping gradually from a ridge on the east to the ice-covered shore, which at the west formed a cove. Back of the level space was a range of hills rising up 800 feet, with a precipitous face, broken in two by a gorge, through which the wind was blowing furiously. On a little elevation directly in front was the tent. Hurrying on across the intervening hollow, Colwell came up with Lowe and Norman, just as they were greeting a soldierly-looking man who had come out from the tent.

As Colwell came up, Norman said to him:

"This is Sergeant Brainard."

Brainard immediately drew himself up to the "position of the soldier," and was about to salute, when Colwell took his hand.

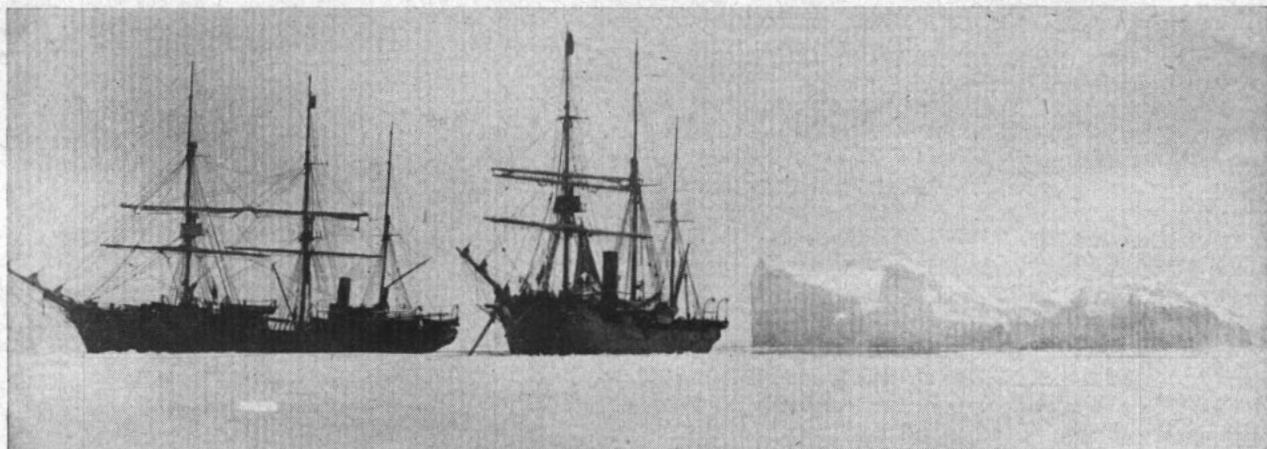
At this moment there was a confused murmur within the tent, and a voice said:

"Who's there?"

Norman answered, "It's Norman — Norman who was in the *Proteus*."

This was followed by cries and a sound like a feeble cheer.

Meanwhile one of the relief party, who in his agitation and excitement was crying like a child, was down on his hands and knees trying to roll away the stones that held down the flapping tent cloth. The tent was a "tepid" or wigwam tent, with a fly attached. The fly with its posts



THETIS AND BEAR encountered heavy ice on northward journey. At one point, rescuers planned to continue by sledge.

and ridge-pole had been wrecked by the gale which had been blowing for 36 hours, and the pole of the tepik was toppling over, and only kept in place by the guy ropes. There was no entrance except under the flap opening, which was held down by stones. Colwell called for a knife, cut a slit in the tent cover, and looked in.

It was a sight of horror. On one side, close to the opening, with his head toward the outside, lay what was apparently a dead man. His jaw had dropped, his eyes were open, but fixed and glassy, his limbs were motionless. On the opposite side was a poor fellow, alive to be sure, but without hands or feet, and with a spoon tied to the stump of his right arm. Two others, seated on the ground, in the middle, had just got down a rubber bottle that hung on the tent pole, and were pouring from it into a tin can. Directly opposite, on his hands and knees, was a dark man with a long matted beard, in a dirty and tattered dressing-gown with a little red skull cap on his head, and brilliant, staring eyes. As Colwell appeared, he raised himself a little, and put on a pair of eye-glasses.

"Who are you?" asked Colwell.

The man made no answer, staring at him vacantly.

"Who are you?" again.

One of the men spoke up: "That's the Lieutenant — Lieutenant Greely."

Colwell crawled in and took him by the hand, saying to him, "Greely, is this you?"

"Yes," said Greely in a faint, broken voice, hesitating and shuffling with his words, "Yes... seven of us left... here we are... dying... like men. Did what I came to do... beat the best record."

Then he fell back exhausted.

The four men in the tent with Greely were two sergeants, Elison and Fredericks; Bierderbick, the hospital steward; and Private Connell, who with Brainard and Long were all that remained of the twenty-five members of the Lady Franklin Bay Expedition.

The scene, as Colwell looked around, was one of misery and squalor. The rocky floor was covered with cast-off clothes, and among them were huddled together the sleeping-bags in which the party had spent most of their time during the last few months. There was no food left in the tent but two or three cans of a thin, repulsive-looking jelly, made by boiling strips cut from the sealskin clothing. The bottle on the tent-pole still held a few teaspoonfuls of brandy, but it was their last, and they were sharing it

as Colwell entered. It was evident that most of them had not long to live.

Connell was for the moment in the worst condition of all. When Colwell first saw his nearly inanimate body, it seemed that life was extinct; and in fact he had almost ceased to breathe. He was speechless, his heart barely pulsating, his body cold, and all sensation gone. The brandy which his companions were giving him revived him a little, and with returning consciousness, he could just gather the idea that relief had come, and that he must brace himself to live.

Elison, who was next him, though not in such dire extremity, was little better off. His hands and feet had been *frozen off* in a journey made seven months before, in a vain attempt to get the English meat at Cape Isabella, and all that time he had lain helpless in his sleeping-bag. Cared for by the others, his mind and body had wasted somewhat less than theirs, but he had nearly reached the limit of his endurance.

The two others in the tent, Sergeant Fredericks, and Bierderbick, the hospital steward, were too weak and exhausted to stand long, much less to walk. Their worst symptom, apart from their weakness, was their swollen condition. In their experience of the last six months, when they had seen the others pass away, one after another, they had learned to recognize this as the surest sign of the approaching end, and although now their faculties were more or less blunted, they had realized that the hand of death was on them, and that a little more would put an end to the horrors of existence.

Except Connell and Elison, the feeblest of the party was Lieutenant Greely. His strength was failing fast. He could not stand upright, and for some time he had not left his sleeping-bag. He lived on the food which the others brought him, but all pangs of hunger had ceased, and his wasted form and sunken eyes and swollen joints told plainly enough what was [his condition].

The two other survivors of the party, Long and Brainard, who had been first found, were in somewhat better condition. They were men of more than ordinary endurance. Brainard, though much weakened, had latterly been Lieutenant Greely's right-hand man. Long had been the hunter for the starving party, and it was necessary to increase his pittance of food above that of the others, so that he might have strength for his work, but the effects of his continued effort could be seen in his wasted body.



His journeys had grown shorter and shorter from week to week, and in the stormy weather which prevailed during much of the time at Cape Sabine, he could not go at all.

As soon as Colwell understood the condition of affairs, he sent Chief-Engineer Lowe back to the cutter to put off to the *Bear* with Long, to report what had happened, and bring off the others with the surgeon and stimulants.

It is not easy to give an idea of the desolate and horrible aspect of this bleak and barren spot, as it looked to those who reached it on that memorable Sunday in June 1884.

Fifty yards beyond the tent, on a slope that formed the eastern side of the plain, were the graves where ten of the party were buried — the two Lieutenants, Kislingbury and Lockwood, the Eskimo Christiansen, and seven others, Cross, Linn, Jewell, Ellis, Ralston, Whisler, and Israel. The grave of Sergeant Cross, who was the first to die, was marked by a row of stones surrounding it, and the next two or three also showed signs of having been made with care. [The body of another man, Private Charles Henry, was found a little way off where he had been shot to death as punishment of stealing food from the others — Ed.]

Gradually, all the survivors were restored, though they seemed to have given up hope. They had ceased to think much about anything, or even to feel much. The craving for food was almost gone, and it was not until they had had some that it came back, like a drunkard's craving for rum. As soon as they had taken a little food, they wanted to eat voraciously anything they could get. If they had had good weather they might have been much better off,

but the storm, which had kept up for two days with incessant fury, had weakened them, broken their spirits. They could not go out for food, for they were too weak to stand against the wind; and their tent, which had made at least a habitation, had been wrecked the day before, and although it had fallen down almost on them, they could not raise it up. A little more and the other pole would have gone, leaving them buried in the covering, or if they had managed to crawl out, without shelter from the elements.

All were eager to leave the place which had been their refuge for the past eight months. When Long had once got off to the ship, although he had left the tent expecting to return, he had no wish to go back, even for a moment. The only feeling among them was a desire to get away from the scene of their suffering; and when in answer to their questions, they were told that the surgeon must decide when they could be moved, Greely said plaintively, "It seems so long to wait."

With constant care during the return voyage, all seven men including the grievously injured Ellison, recovered from the ordeal. By the time Schley's ships reached Portsmouth, N.H., all were well on the mend. But it had been a close call. Commander Schley, in his official report to the Secretary of the Navy, William E. Chandler, stated that a mere 48 hours more of exposure to the wintry blasts of Greenland probably would have brought death to all of the heroic seven.

[Editor's Note: Greely went on to become a major general in the Army, and lived to the ripe old age of 90.]

**RESCUED AT LAST**—Greely and the six other survivors are taken from their battered tent to the waiting rescue ships.



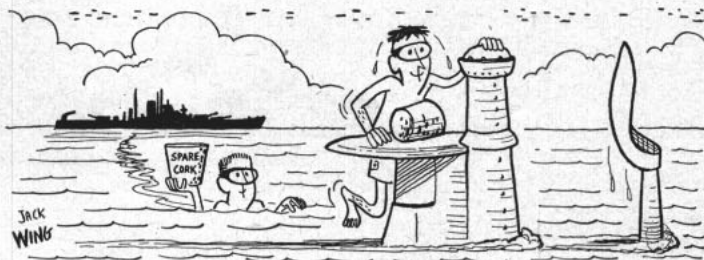
# TAFFRAIL TALK

**A** LONG with the full budget of important and significant news items received by ALL HANDS every day, comes a number of interesting sidelight items. Here are a few that have lately come across our desk:

- Off the coast of Korea, "Schatzie," the two-year old female Dachshund mascot of the carrier *Oriskany* imperturbably gave birth to four small pups — one male and three females — while *Panther* jets and *Skyriders* took off noisily from the flight deck to pound the enemy. The elongated "Schatzie" had previously established another record, as the first female ever to sail around Cape Horn's treacherous waters aboard an aircraft carrier.

- Out at Camp Pendleton, Calif., a dungaree-clad Marine private is one of the Corps' few "Horse Marines." The private rides Old Dobbin every day on a complete circuit of the grounds of the Naval Ammunition Depot there, checking for breaks in the fence or stray cattle.

- To combat snorkel-equipped submarines, crewmen of USS *Helena* (CA 75) have suggested a new enlisted rating: "Snorkel Corker." To earn the new rating, a person has to "make contact



with a submarine, swim up to it and shove a cork in its snorkel tube. This action, naturally, will force the submarine to the surface where it can be dealt with by gunfire" — presumably *Helena's*.

- At Naval Air Facility, Yokosuka, Japan, it looks like the Good Old Days. Haircuts currently cost 10 — count 'em — 10 cents; shampoos 25 cents . . . Lieutenant James Hahn, who heads the helicopter unit operating from the carrier *Valley Forge*, has dubbed his 'copter the "Last Chance Taxi."

- Donald Dobson, TESN, reporting for duty under instruction at the Teleman School at Great Lakes took a look at his new mattress. Stenciled on it in big black letters was "J. L. Dobson." Why not — the mattress had belonged to Donald's brother who had graduated from the school only the week before!

\* \* \*

The Navy has got the "itch" out of its "longies."

Last winter for the first time, Navy personnel were issued a new cotton knit style of underwear that has been developed by the comfort-conscious Bureau of Supplies and Accounts.

The cotton is warmer than wool because of its honeycomb weave, the Bureau says, costs no more and lasts twice as long.

\* \* \*

Rotation, it seems, is more than just a personnel problem. A recent directive issued by the Bureau of Supplies and Accounts gave due consideration to "Lima Beans, canned; rotation of."

*The All Hands Staff*

# ALL HANDS

THE BuPERS INFORMATION BULLETIN

With approval of the Bureau of the Budget on 17 June 1952, this magazine is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor.

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In most instances, the circulation of the magazine has been established in accordance with complement and on-board count statistics in the Bureau, on the basis of one copy for each 10 officers and enlisted personnel. Because intra-activity shifts affect the Bureau's statistics, and because organization of some activities may require more copies than normally indicated to effect thorough distribution to all hands, the Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the numbers of copies required; requests received by the 20th of the month can be effected with the succeeding issues.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally, copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities, the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant, U. S. Marine Corps. Requests from Marine Corps activities should be addressed to the Commandant.

REFERENCES made to issues of ALL HANDS prior to the June 1945 issue apply to this magazine under its former name, The Bureau of Naval Personnel Information Bulletin. The letters "NDB" used as a reference, indicate the official Navy Department Bulletin.

• **AT RIGHT:** Gun crew climbs up from the magazine after practice drill on board USS *Worcester* (CL 144). Photo by LT E. L. Hayes, USN.







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**ARMED FORCES DAY 16 MAY**